

# ROUTE 57 / ROUTE 60 WEAVE IMPROVEMENT PROJECT



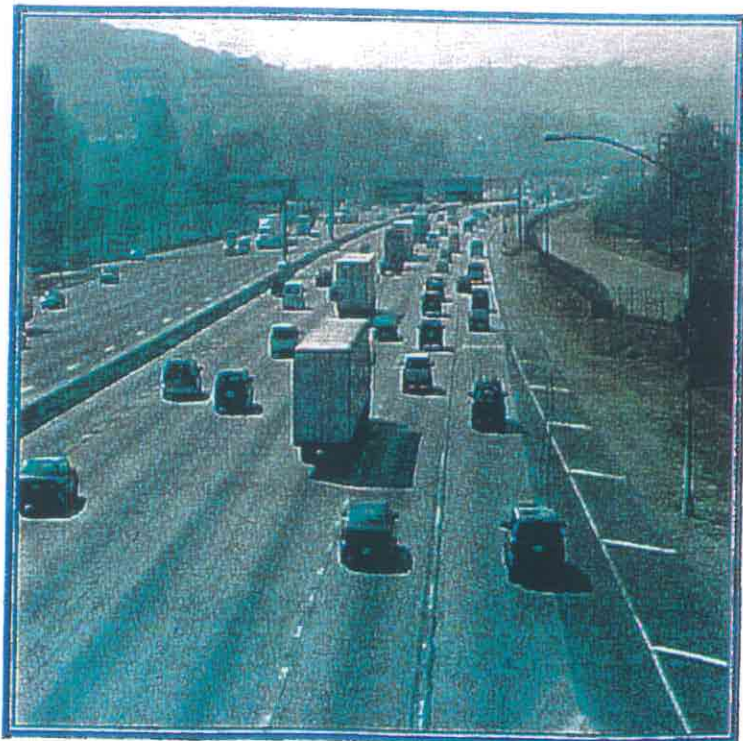
NEGATIVE DECLARATION /  
FINDING OF NO  
SIGNIFICANT  
IMPACT

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INITIAL STUDY /  
ENVIRONMENTAL  
ASSESSMENT

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SECTION 4(F)  
EVALUATION



**NEGATIVE DECLARATION (CEQA)**

Pursuant to: Division 13, Public Resources Code

Description


The project proposes to construct a direct connector that will link the High Occupancy Vehicle (HOV) lanes on State Route 57 and State Route 60 in the City of Diamond Bar and the City of Industry. The project also includes realigning the Grand Avenue on-ramp to westbound State Route 60, extending to Brea Canyon Road, and adding a lane to the Grand Avenue off-ramp from northbound State Route 57 / eastbound State Route 60.

Construction of the proposed project is expected to require approximately three years. Construction activities would be planned and conducted in such a manner as to reduce traffic delays as much as possible.

Determination

An Initial Study has been prepared by the California Department of Transportation (Caltrans). On the basis of this study, it is determined that the proposed action will not have a significant effect on the environment for the following reasons:

1. The project would not substantially affect topography, seismic exposure, erosion, floodplains, wetlands or water quality.
2. The proposed project will not significantly affect natural vegetation, sensitive, endangered or threatened plant or animal species, or agriculture. Brea Canyon Creek is located near the project area and the District Biologist will coordinate with the construction contractor to avoid any impacts to that drainage.
3. The proposed project will not significantly affect solid wastes, or the consumption of energy and natural resources.
4. The proposed project will promote improved regional air quality.
5. The proposed project will result in increased noise levels along its route, but with the addition of soundwalls, these effects will be reduced to acceptable levels.
6. The proposed project will not significantly affect land use or other socioeconomic facilities, but will affect public facilities in that a right-of-way acquisition would be necessary from the Diamond Bar Golf Course. This acquisition will require relocation of barrier fencing and a transmission tower, neither of which will affect the play of the game.
7. The proposed project will not significantly affect cultural resources, scenic resources, or aesthetics. Landscaping will be provided to mitigate the loss of existing freeway and golf course vegetation.

*for*   
Raja Mitwasi, Deputy Director  
California Department of Transportation  
District 7

*July 19, 2000*  
Date



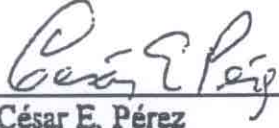
**FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT**

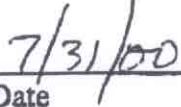
**FOR  
WEAVING IMPROVEMENTS AT STATE ROUTE 57 AND STATE ROUTE 60**

This project proposes weaving improvements at State Route (SR) 57 and State Route 60. SR- 57 and SR-60 combine in common alignment for a distance of approximately 1.9 miles bisecting the community of Diamond Bar and the City of Industry in Los Angeles County.

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the attached environmental assessment, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment.

Approved by:

  
César E. Pérez  
Sr. Transportation Engineer

  
Date

**STATE ROUTE 57 / 60  
WEAVE IMPROVEMENT PROJECT  
in the  
CITY OF DIAMOND BAR and the CITY OF INDUSTRY,  
LOS ANGELES COUNTY**

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The proposed project consists of constructing a direct connector that will link the High Occupancy Vehicle Lanes on State Route 57 and State Route 60 in the City of Diamond Bar and the City of Industry. It also includes realigning the Grand Avenue on-ramp to westbound State Route 60, extending it to Brea Canyon Road, and adding a lane to the Grand Avenue off-ramp from northbound State Route 57 / eastbound State Route 60.

**INITIAL STUDY / ENVIRONMENTAL ASSESSMENT  
and  
SECTION 4(f) EVALUATION**

State of California  
Department of Transportation  
and  
U.S. Department of Transportation  
Federal Highway Administration

Pursuant to:           42 USC 4332(2)(C)  
                              40 USC 303

*Ronald Kosinski*  
for Raja Mitwasi  
Division Chief  
Caltrans, District 7

3-29-00  
Date

*Michael G. Ritchie*  
for Michael G. Ritchie  
Division Administrator  
Federal Highway Administration

4/17/00  
Date



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## 1.0 PURPOSE AND NEED

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### INTRODUCTION

The Orange Freeway (State Route 57) is a major north-south corridor used as a principal arterial providing commuter access between San Gabriel Valley and Orange County as well as between western portions of Riverside, San Bernardino, and Orange Counties. State Route 57 originates at the junction of Interstate Route 5 and State Route 22 near the City of Santa Ana in Orange County. It runs approximately 50 kilometers (31 miles) and terminates at State Route 210 and Interstate Route 10 in the City of Pomona in Los Angeles County. State Route 57 facilitates connections between Interstate 5, State Route 22, State Route 91, State Route 60, Interstate 10 and Interstate 210.

State Route 57 currently consists of three 3.35 meter (11 foot) and one 3.65 meter (12 foot) variable mixed-flow lanes, a 1.22 meter (4 foot) buffer, and one High Occupancy Vehicle (HOV) lane in each direction from Pathfinder Road overcrossing to the Birch Street undercrossing. The HOV lanes were opened to traffic in August of 1997.

The Pomona Freeway (State Route 60) is a major east-west urban freeway running parallel to, and south of, I-10. Its primary function is as an interregional and intra-regional travel corridor that provides a commuter link between downtown Los Angeles and the cities and communities of San Gabriel Valley, Pomona Valley, Riverside County, and San Bernardino County. It also facilitates the movements of goods along this corridor. State Route 60 is approximately 114 kilometers (71 miles) in length, beginning at Interstate 10 in the City of Los Angeles and ending at Interstate 10 near the City of Beaumont in Riverside County. State Route 60 provides connections between State Route 91, Interstate 15, State Route 71, State Route 57, Interstate Route 605, Interstate 710, Interstate Route 10, Interstate 5, and State Route 101.

State Route 60 consists of four 3.35 meter (11-foot) mixed-flow lanes, a .3048 meter (1-foot) buffer, and one HOV lane in each direction. The HOV lanes were opened to traffic in the Summer of 1998.

State Route 57 and State Route 60 combine in a common alignment for a distance of approximately 3.06 kilometers (1.9 miles), bisecting the City of Diamond Bar and the City of Industry in Los Angeles County. This common span consists of a 12 lane freeway that extends from just east of the Brea Canyon Road undercrossing to just west of Diamond Bar Boulevard undercrossing. This span encompasses several bridge structures, including Brea Canyon Road undercrossing, Grand Avenue overcrossing, and the Diamond Bar Boulevard undercrossing.

The Grand Avenue on- and off-ramps are heavily used, major city interchanges that serve Mount San Antonio College, the Cities of Industry and Walnut to the north, and the Cities of Diamond Bar and Chino Hills to the south and east.



## PURPOSE OF THE PROPOSED WEAVING PROJECT

The purpose of this study is to identify the most effective project to reduce the weaving problems that currently exist along the common alignment of State Route 57 / State Route 60, as well as to lessen safety hazards associated with weaving. The project will also serve to maximize the efficiency of existing and future HOV lanes along the two freeways by providing safe and easy access to and from lanes.

## NEED FOR THE PROPOSED WEAVING PROJECT

There is the need for improvements along the common alignment of State Route 57 and State Route 60 to reduce the amount of vehicles weaving along the freeways. Currently, a situation exists where motorists are forced to weave across lanes of traffic in order to remain on their intended course. While the weaving situation on the common alignment is bad, it is worsened by motorists attempting to go between the HOV lanes of State Route 57 and State Route 60. In addition, motorists entering and exiting the freeway via the Grand Avenue access ramps further serve to amplify an already deficient situation.

Each alternative, with the exception of the No Build, would improve the weaving conditions in several different areas. All of the current existing weave scenarios are listed and described below in order to evaluate each alternative.

### *Westbound State Route 60:*

- *Weave #1: Grand Avenue on-ramp to westbound State Route 60*  
Vehicles entering the freeway at Grand Avenue wanting to proceed westbound on State Route 60 are required to merge with traffic onto the number 6 lane and weave over to the number 4 lane in less than 1.13 kilometers (0.7 mile).
- *Weave #2: Westbound State Route 60 to southbound State Route 57*  
Vehicles making the transition from westbound State Route 60 to southbound State Route 57 must cross from the left four lanes of traffic to the right three lanes of traffic within a distance of 2.41 kilometers (1.5 miles).
- *Weave #3: Westbound State Route 60 to the Grand Avenue off-ramp*  
Vehicles making the transition from westbound State Route 60 to the Grand Avenue off-ramp must cross from the left four lanes of traffic to the right lane of a six lane section before exiting at Grand Avenue within a distance of less than 0.64 of a kilometer (0.4 mile).
- *Weave #4: Southbound State Route 57 to westbound State Route 60*  
Vehicles making the transition from southbound State Route 57 to westbound State Route 60 must cross from the right three lanes to the left four lanes. The number 4 lane is an optional lane and leads to both westbound State Route 60 and southbound State Route 57.

- *Weave #5: HOV lane to southbound State Route 57*

When the HOV lane on State Route 60 is open to traffic to Brea Canyon Road, there will be a new problem of the inefficient movement of HOVs between State Route 57 and State Route 60. In the absence of a direct connector, vehicles traveling in the HOV lanes on State Route 60 will have to merge with traffic in the mixed-flow lanes, weave across four freeway lanes in order to get to the southbound State Route 57 connector.

*Eastbound State Route 60:*

- *Weave #6: Eastbound Route 60 to the Grand Avenue off-ramp*

Vehicles coming from eastbound State Route 60 and wishing to exit at the Grand Avenue off-ramp are required to weave from the number 4 lane to the number 6 lane then to the off-ramp in less than 0.97 of a kilometer (0.6 mile).

- *Weave #7: Eastbound State Route 60 to northbound State Route 57*

Vehicles making the transition from eastbound State Route 60 to northbound State Route 57 must cross from the left four lanes of traffic to the right three lanes of traffic within a distance of 2.41 kilometers (1.5 miles).

- *Weave #8: Northbound State Route 57 to eastbound State Route 60*

Vehicles making the transition from northbound State Route 57 to eastbound State Route 60 must cross from the right two lanes to the left four lanes.

- *Weave #9: Grand Avenue to eastbound State Route 60*

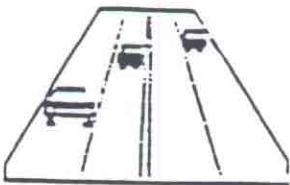
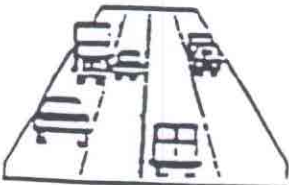

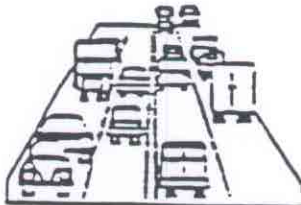


Vehicles coming from Grand Avenue wishing to go to eastbound State Route 60 must merge with the number 6 lane traffic and weave over to the number 4 lane in 0.97 of a kilometer (0.6 mile).

- *Weave #10: Northbound State Route 57 to HOV lane*

When the HOV lane on State Route 60 is open to traffic, there will be a problem of the efficient movement of HOVs between State Route 57 and State Route 60. In the absence of direct connectors, vehicles traveling in the HOV lanes on northbound State Route 57 will have to merge with traffic in the mixed-flow lanes, weave across four freeway lanes on State Route 60 to get to the eastbound State Route 60 HOV lane.

Level of Service (LOS) is a good indicator of how well traffic moves through a given area. LOS for a segment of a roadway is calculated by dividing the travel demand volume to the capacity of the roadway. This is referred to as the volume-to-capacity (v/c) ratio. Table 2.1 contains a breakdown and description of these levels as well as a pictorial rendering that illustrates the amount of congestion that is typical at each level.

TABLE 1.1

LOS	DESCRIPTION	V/C RATIO	ILLUSTRATION
A	Free flow traffic with low volumes and densities. Ability to maneuver is unimpeded.	0.00-0.60	
B	Stable flow with few restrictions operating speed and maneuverability.	0.61-0.70	
C	Stable flow with higher volumes and more restriction on speed and lane changing.	0.71-0.80	
D	Approaching unstable flow with little freedom to maneuver.	0.81-0.90	
E	Unstable traffic with rapidly fluctuating speeds and some momentary stoppages.	0.91-1.00	
F	Forced flow operating at low speeds and many stoppages. Highway acts as a storage area.	1.01 +	



LOS F is further broken down into subcategories to better describe the degree to which a segment of roadway has exceeded its theoretical capacity by relating it to the amount of time a roadway section is congested. These subcategories range from F0 through F3 See Table 1.2.

**Table 1.2**  
LOS Range Breakdown

LOS	V/C Ratio
F0	1.00-1.25
F1	1.26-1.35
F2	1.36-1.45
F3	1.46 +

The existing LOS for the eastbound and westbound directions of State Route 60 is F3 and is projected to be at the same level in 2005 and 2015. However, the volume to capacity (V/C) ratio is projected to increase in the future as traffic increases.

Peak hour volumes for westbound State Route 60 (AM peak) are currently 14,600 and are projected to rise to 17,800 in 2005 and 21,900 in 2015. PM peak hour volumes (eastbound), currently at 16,300, would increase to 19,900 in 2005 and 24,500 in 2015.

## **2.0 DESCRIPTION OF THE PROPOSED PROJECT ALTERNATIVES**

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### **BACKGROUND**

A Project Study Report that addressed the operational and capacity improvements along the common alignment of State Routes 57 and 60 was completed in October of 1993. The PSR proposed four 3.35 meter (11 foot) mixed flow lanes, a .3048 meter (1 foot) buffer, one HOV lane in each direction, and two or three 12-foot auxiliary lanes in each direction on State Route 57 and State Route 60 along the common alignment.

A Preliminary Environmental Study was also conducted at that time. This study identified the potential environmental impacts of the proposed project. Since the completion of the preliminary study, the California Department of Transportation (Caltrans), acting as the Lead Agency in conjunction with the Federal Highway Administration (FHWA), has considered a variety of project alternatives that focus on expediting safe and efficient traffic flow along the common alignment. This involves the construction of a connector that would directly link the HOV lanes of State Route 57 and State Route 60. In addition, other improvements that would serve to further reduce the weaving problems on the common alignment, including the realignment of the Grand Avenue on-ramp, were considered in the alternatives. This section will analyze all of these alternatives.

### **PROJECT LOCATION**

The project is located on State Route 57 and State Route 60 in the City of Diamond Bar and the City of Industry in southeastern Los Angeles County. The specific project limit vary depending on each alternative, with the majority of the improvements occurring along the common alignment of the two freeways, approximately between Grand Avenue and Brea Canyon Road. Figures 1 and 2 show the location of the project on a macro scale and micro scale respectively.



**County of Los Angeles  
Regional Location Map**

Environ Plan location maps 57/60 Weave Project 7/97



## **57/60 Weave Improvement Project**

**FIGURE 1**



## State Route 57 & 60



FIGURE 2

## ALTERNATIVE ANALYSIS

The project alternatives have been analyzed on the basis of their future impact on traffic in the project area. One of the alternatives requires no construction. The others would reduce weaving problems to varying degrees, and provide a direct HOV lane connection between State Route 57 (south) and State Route 60 (east).

## DESCRIPTION OF ALL ALTERNATIVES

Four alternative project concepts were studied. Alternative A, the No Build Alternative, requires no construction. The other three alternatives would reduce the weaving problems and the subsequent congestion by constructing a direct connection between the HOV lanes on State Route 57 and State Route 60.

- 1) Alternative A: Continue Present Alignment and Access (No Build)
- 2) Alternative B: and Alternative B (Reduced): HOV Direct Connector and Collector Road
- 3) Alternative C: HOV Direct Connector and Westbound State Route 60 On-Ramp
- 4) Alternative D: Double Deck

Alternative B has been selected as the recommended project.

### Alternative A: Continue Present Alignment and Access (No Build)

The No Build Alternative establishes the baseline and assumes that no changes are made to the existing freeways. The common alignment of State Route 57 and State Route 60 would continue without modification and the existing on- and off-ramps would remain unaltered.

### *Summary*

This alternative would avoid possible environmental impacts associated with the construction and operation of the other alternatives. However, it would not mitigate the current and projected capacity deficiency, nor would it solve the weaving problems that exist along the alignment. Additionally, if the existing facility remains unimproved, the present Level of Service will deteriorate from F1 and F3. Further, the No Build Alternative is not consistent with local and regional planning efforts.

### Alternative B: HOV Direct Connector and Collector Road (Recommended Project)

Alternative B is a proposal to construct a High-Occupancy-Vehicle (HOV) Direct Connector linking State Route 57 and State Route 60. The HOV Direct Connector will be an elevated bridge structure starting just south of Golden Springs Drive and going northeasterly along and above the alignment of State Routes 57/60. The elevated HOV connector would descend on a ramp section requiring the existing traffic lanes to be shifted outward.

The alternative would also consist of a new westbound collector road originating from the existing westbound loop on-ramp from Grand Avenue to just west of the Brea Canyon Road undercrossing. Because this would require taking a portion of the existing frontage road, a replacement would be constructed just north and parallel to the original alignment.

- *Weaves*

This alternative does eliminate weaves number 1 and 5 for the westbound direction. It eliminates weave number 10 for the eastbound direction.

- *Grand Avenue at Westbound State Route 60 and southbound State Route 57 On-Ramps*

This Alternative will consist of a new collector road origination from Grand Avenue to just west of Brea Canyon Road.

#### *Summary*

This alternative would provide a direct HOV connection between State Route 57 and State Route 60, which would serve to eliminate the westbound weaving problem and add capacity to the roadway. On the other hand, Alternative B would impact wetlands, a riparian habitat, and potential sensitive and/or endangered species. In addition, the partial right-of-way acquisition along hole number eight of the publicly owned Diamond Bar Golf Course, would constitute impacts on a Section 4(f) resource.

#### Alternative B (Reduced): HOV Direct Connector and Collector Road

Alternative B (Reduced) was developed as a result of the environmental and right-of-way impacts associated with the original Alternative B. While the project is the same as Alternative B, the reduced width eliminates many of the associated impacts. With the reduced alternative, right-of-way takes on the northwest side of the freeway and Grand Avenue would be minimized. As a result, the wetlands, riparian habitat, and possible sensitive and/or endangered species would be least affected. Alternative B (Reduced) also avoids impacts to cultural resources.

#### *Summary*

As previously stated Alternative B (Reduced) was developed to help eliminate any environmental impacts that would be associated with the original Alternative B. Alternative B (Reduced) would have the least impacts to environmental resources and would serve to improve traffic conditions and several of the weave problems. This alternative would also have the least impacts to the Section 4(f) resource (Diamond Bar Golf Course) out of all the other build alternatives. Alternative B (Reduced) is the preferred alternative and should be carried forward for further consideration.



### Alternative C: HOV Direct Connector and Westbound State Route 60 On-Ramp

Alternative C proposes to construct an HOV direct connector the same as the one described in Alternative B. This alternative proposes also to construct a new westbound State Route 60 on-ramp starting on the west side of Grand Avenue just north of the freeway. The ramp would run southwesterly and along the north side of the freeway separated by a concrete barrier and would join State Route 60 at the Brea Canyon Road undercrossing. A replacement of the affected Frontage Road would be constructed just north of, and parallel to, the original alignment.

- *Weaves*

These alternatives do eliminate weaves number 1 and 5 for the westbound direction and weave number 10 for the eastbound direction.

- *Grand Avenue at Westbound State Route 60 and Southbound State Route 57 On-Ramps*

Alternative C constructs a new on-ramp exclusively for the westbound State Route 60 traffic. The existing on-ramp will be used exclusively by the southbound State Route 57 traffic.

### *Summary*

Alternative C would provide a direct HOV connection between State Route 57 and State Route 60, the westbound weaving problems would be eliminated. Also, it would physically separate the collector road from the mainline. This alternative would have a large impact to wetlands, riparian habitat, and potential sensitive/endangered species due to right-of-way acquisitions on the properties northwest of the freeway and Grand Avenue. Also, the relocation of the frontage road would require major earthwork. Alternative C would also result in impacts related to partial right-of-way take along hole number eight from the Section 4(f) resource (Diamond Bar Golf Course), and has the potential to impact sensitive cultural resources.

### Alternative D: Double Deck

This alternative proposes to construct three separate structures, a westbound State Route 60 on-ramp (the same as described in alternative C), a frontage road, and realignment of Brea Canyon Road westbound State Route 60 on-ramp. Two of the structures, the North Viaduct and South Viaduct Alignments begins north of Pathfinder Road and ends within 0.1 mile south of Sunset Crossing Road, carrying State Route 57 southbound traffic directly to State Route 57 northbound, eliminating the merge with State Route 60. The third structure, an elevated HOV connector, would carry the State Route 57 HOV traffic into the State Route 60 HOV and vice versa.

- *Weaves*

This alternative does eliminate weave numbers 1 and 5 for the westbound direction. It eliminates weave number 10 for the eastbound direction.

This alternative lessens the volume of cars on the State Route 60 freeway, from State Route 57 south to State Route 57 north. All traffic going from State Route 57 south to State Route 57 north and vice versa would be on the viaducts. Thus, the remaining weaves on the State Route 60 freeway will be easier to maneuver.

- *Grand Avenue at Westbound State Route 60 and Southbound State Route 57 On-Ramps*

This alternative is similar to Alternative C, constructing a new ramp exclusively for the westbound State Route 60 traffic. The existing on-ramp would be used exclusively by the southbound State Route 57 traffic. Thus, there will be major changes to city traffic patterns at the intersection.

### *Summary*

This alternative would provide a direct connection between State Route 57 and State Route 60 that would practically eliminate the weaving problems. It would also provide additional capacity and would be "driver friendly". However, Alternative D, like the other build alternatives, would impact wetlands, riparian habitat, and potential sensitive and/or endangered species. It would also affect the Section 4(f) resource (Diamond Bar Golf Course) and the present cultural resource. In addition, construction time would be much longer, there would be visual impacts to the surrounding communities, and there would be higher risks should severe ground shaking occur. This is also the most expensive alternative due to the extensive, and lengthy structures proposed.

## **COMPARISON OF THE ALTERNATIVES**

### Accident Rates

Projections for Alternatives B (HOV Direct Connector and Collector Road) and C (HOV Direct Connector and Westbound State route 60 On-Ramp) indicate a lower average accident rate from that of Alternative A. Alternative D has varying averages, with the accident rate on State Route 60 significantly reduced and the accident rate on State Route 57 increased (Table 2.3).

### Peak Hour Volumes

Peak hour volumes for each alternative is show in Table 2.4. Peak hour volumes are reduced for each of the alternatives, except for Alternative A (No Build Alternative). Alternative A would not reduce any congestion issues within the proposed project area, because no changes would be made.

**Table 2.3**  
Accident Rates for Each Alternative

	<i>Alternative A: Continue Present Alignment and Access (No Build)</i>	<i>Alternative B and Alternative B (Reduced): HOV Direct Connector and Collector Road</i>	<i>Alternative C: HOV Direct Connector and WB State Route 60 On-Ramp</i>	<i>Alternative D: Double Deck</i>
<b>ACCIDENT RATES (accidents/mvm)</b>				
<b>Existing</b>	1.08	NA	NA	NA
<b>2005</b>	1.00	0.92	0.89	State Route 60 = 0.80
				State Route 57 = 2.10
<b>2015</b>	1.03	1.03	1.03	State Route 60 = 0.86
				State Route 57 = 2.36

**Table 2.4**  
Peak Hour Volumes

		<i>Alternative A: Continue Present Alignment and Access (No Build)</i>	<i>Alternative B and Alternative B (Reduced): HOV Direct Connector and Collector Road</i>	<i>Alternative C: HOV Direct Connector and WB State Route 60 On-Ramp</i>	<i>Alternative D: Double Deck</i>
<b>PEAK HOUR VOLUMES</b>					
<b>EXISTING</b>	<b>AM PEAK (westbound)</b>	14,600	NA	NA	NA
	<b>PM Peak (eastbound)</b>	16,300	NA	NA	NA
<b>2005</b>	<b>AM Peak (westbound)</b>	17,800	16,000	15,300	WB 60 = 5,070
					WB 57 = 9,300
	<b>PM Peak (eastbound)</b>	19,900	18,300	18,300	EB 60 = 10,250
					EB 57 = 8,050
<b>2015</b>	<b>AM Peak (westbound)</b>	21,900	19,700	18,950	WB 60 = 6,500
					WB 57 = 11,400
	<b>PM Peak (eastbound)</b>	24,500	22,500	22,500	EB 60 = 12,600
					EB 57 = 9,900



## ALTERNATIVES CONSIDERED AND REJECTED

The City of Diamond Bar proposed an alternative that consisted of constructing a barrier along the entire common alignment of State Route 57 and State Route 60. This barrier would serve to separate the traffic from the two freeways, hence, reducing the weaving problem. This plan also included building a collector road from westbound State Route 60 to Grand Avenue, as well as constructing an additional lane on the southbound State Route 57 bridging structure. Finally, the city proposed adding two lanes to the eastbound Grand Avenue off-ramp, resulting in a total of four lanes on the off-ramp.

This alternative was removed from detailed study because it limited the mobility of freeway users. In addition, these improvements were not cost effective. However, elements of this proposal may be used in future weave improvement projects along State Route 57 and State Route 60.

## RELATED PROJECTS IN THE AREA

- *HOV in median, Brea Canyon Road to Interstate Route 605*

Studies are underway to construct HOV lanes in the center median on Route 60.

- *Industrial Development in the Vicinity*

The Easterly Industrial Facility is located on the eastern boundary of the City of Industry, extending northeasterly from Grand Avenue to the City of Pomona boundary, between the Union Pacific and the Southern Pacific railroad tracks, just northwest of State Route 57/60. The 28.73 hectares (71-acre) project site is a redevelopment project that is made up entirely of industrial uses. The development is nearly complete, with nine out of ten buildings operating. Regional access to the site is available from State Route 57/60 via the Grand Avenue interchange located southeast of the project site.

Additionally, an Environmental Impact Report (EIR) is being prepared for an industrial and commercial center on the west and east sides of Grand Avenue. This development would extend to Brea Canyon Road to the west, approximately one-half mile from State Route 60.

#### INTRODUCTION

The following chapter briefly outlines and describes the social and environmental resources that currently exist in the project area.

#### EXISTING ENVIRONMENT

##### Biological

A Caltrans Biologist conducted a Natural Environmental Study Report in December 1999. The sources of the study included a review of the CNDDDB and expert advice from Dr. Brattstrohm at Cal Poly Pomona. This report is available upon request at the Caltrans District 7 offices.

Brea Canyon Drainage is a small drainage that is considered a jurisdictional water of the U.S. Brea Canyon Drainage runs parallel to westbound State Route 60. This drainage contains substantial amounts of riparian vegetation, and appears to have perennial flows. Vegetation includes willows, mulefat, walnuts, elderberries, and an understory of mugwort, among other species. There are no known sensitive floral species within, or adjacent to, the project area.

It is possible that potentially sensitive faunal species exist just outside, to the northwest, of the project area. Such species could include the Long Eared Owl, the Southwestern Pond Turtle, and the Coast Patch-Nosed Snake. There are no listed threatened or endangered species within or adjacent to the project area.

##### Hazardous Waste

An Initial Site Assessment (ISA) was conducted to evaluate the potential for hazardous material and/or waste impacts within and adjacent to the existing and proposed right-of-way for the State Route 57/State Route 60 Weave Improvement Project. The sources used for this study were VISTA search and Cortese list for the project area. The ISA included property north of the center divider of the alignment of State Route 57 and State Route 60, from Brea Canyon Road to Grand Avenue, and south of the center divider of the alignment of the two freeways west of Grand Avenue to Grand Avenue.

Aerially deposited lead contaminated soil exists in the unpaved areas of the shoulder within the project limits. The level of lead contaminated soil reported requires special handling of the top two feet of excavated soil from any unpaved area. According to the Los Angeles County Department of Public Works and the Regional Water Quality Control Board, records do not indicate any soil or groundwater contamination on this site.



Diamond Bar Golf Course, located on the southeast side of project, is the only property impacted and designated for partial right-of-way acquisition on most of the alternatives.

## Geology

### *Seismicity and Ground Shaking*

The project is located in the extreme northeasterly quadrant of the Los Angeles Basin along the central portion of the Puente Hills within the Peninsular Ranges, Geomorphic Province. There is no geologic information that indicates an active fault in the immediate project area. The nearest known active fault zone under the Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code §2621 et seq., to assure that structures for human occupancy are not located across the trace of active faults) is the Whittier Fault Zone which is located south of the proposed HOV connector. The San Jose Fault is north of the proposed HOV connector.

This area is considered to be seismically active. Therefore, it is probable that the geologic processes that have caused earthquakes in the past are likely to continue.

Ground shaking is the primary cause of structural damage during an earthquake. The magnitude, duration, and vibration frequency characteristics will vary greatly, depending upon the particular fault. Using the 1996 Los Angeles Area Seismic Hazard Map prepared by Caltrans, a Peak Acceleration based on Maximum Credible Earthquake (MCE) along the Whittier Fault system would be higher than 0.5g.

Deterministic site parameters were obtained using the EQFAULT – Version 2.20 (T. Blake, 1996) computer program. This program predicts peak acceleration from the digitized California Fault system. The model indicates that the San Jose Fault system is the closest to the site, having a largest maximum-credible site acceleration of 0.490g, and a largest maximum-probable site acceleration of 0.286g.

The greatest ground acceleration recorded by California Strong Motion Instrumentation Program During the M<sub>w</sub> = 6.7, 1994 Northridge Earthquake (main shock) was 0.9 g at 6 stations in San Fernando Valley and 1.8 g at the California Strong Motion Instrument Program's station located at Tarzana. Currently, the California Division of Mines and Geology and several consulting firms are studying this fault for the purpose of determining if it should be zoned under the auspices of the Alquist-Priolo Earthquake Fault Zoning Act.

### *Liquefaction*

Liquefaction exists when loose sands and silts are located below the water table. The water can also be perched ground water. Liquefaction has been documented to affect soils to ± 15 meters (50 feet) deep, during prolonged periods of ground shaking. Ground water was measured between elevation 178.4 to 175.9 meters (585.2 to 577.2 feet) during the 1967 field investigation. It should be noted that the ground water levels could fluctuate with the change of seasons and other factors.



Based on a regional liquefaction potential study conducted by the U.S. Geological Survey (1985), a foundation study conducted on November 27, 1995, for the retrofit program for the existing Bridge Connector No. 53-2150L and the existing underlain material (dense to very dense siltstone and sandstone with some resistant shale layers), the potential for liquefaction at the site is considered to be low.

### Air Quality

The proposed project is located in the South Coast Air Basin and is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD), which is designated as a non-attainment area for federal and state standards for Ozone (O<sub>3</sub>), Carbon Monoxide (CO) and particulate matter (PM<sub>10</sub>).

The Federal Clean Air Act (CAA) establishes federal Air Quality Standards known as the National Ambient Air Quality Standards (NAAQS) and specifies future dates for achieving compliance. The California Clean Air Act (CCAA) requires all areas of the State to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practical date. These standards encompass the most common varieties of airborne materials, which can pose a health hazard to the most sensitive individuals in the population. Pollutants for which ambient standards have been set are referred to as "criteria pollutants" and include the following: Ozone (O<sub>3</sub>), Carbon Monoxide (CO<sub>2</sub>), Nitrogen Dioxide (NO<sub>2</sub>), PM<sub>10</sub> and lead.

### Noise

Areas east of Brea Canyon Road, along eastbound State Route 60 and northbound State Route 57 to Grand Avenue are zoned C-1 (Commercial) per the Diamond Bar City Planning Department. The portion of land to the northwest of the State Routes 57/60 alignment at Grand Avenue, which is located within the Sphere of Influence of Diamond Bar, is zoned C-3 (Unlimited Commercial). None of these commercial uses adjacent to the project area were determined to be Noise Ambient Criteria NAC Category C. Impacts to these areas are not anticipated due to their current use (Commercial).

There are two receptors located adjacent to the proposed project. The first sensitive receptor is Diamond Bar Golf Course (Figure 3). Noise measurements were taken at this location. The second sensitive receptor is a housing development located along westbound State Route 60, east of Brea Canyon Road and west of State Route 57. See page 30, questions 19 and 20, for the analysis on impacts and mitigation measures.

### Land Use and Planning

The study area, which follows the alignment of State Route 57 and State Route 60 for approximately 3.21 kilometers (2 miles), is completely contained within the City of Industry and the City of Diamond Bar in addition to Diamond Bar's Sphere of Influence. The City of Industry, located northwest of the alignment, has a population of approximately 500 people and is comprised of 28.49 square kilometers (11.0 square





RESIDENTIAL AREA DETERMINED ELIGIBLE  
FOR NOISE MITIGATION MEASURES AS PART  
OF THE PROPOSED PROJECT

FIGURE 3



miles). Incorporated in 1957, the city is a center for industry and commerce of all types, with total employment reaching 70,000. Industrial uses comprise 92 percent of the land within the City of Industry with the remaining 8 percent of land zoned for commercial use. The City of Industry has the lowest population density of any city in Los Angeles County, with only about 132 housing units within its borders. Two transcontinental rail lines, the Southern Pacific Company and the Union Pacific Railroad, bisect the length of the city.

The City of Diamond Bar is located to the southeast of State Route 57 and State Route 60 at the eastern end of San Gabriel Valley. Incorporated in 1989, Diamond Bar has a population of approximately 58,000 residents and consists of an area of 38.591 square kilometers (14.9 square miles). Diamond Bar has developed primarily as a residential community consisting of isolated, detached single-family residential tracts and a minimal amount of small commercial centers which comprise 20 percent of the total land area within the city. There are substantial vacant parcels of land throughout the city. Some of the parcels are suitable for development (currently zoned low density residential), while others have numerous environmental resource values and are being preserved as open space.

Over half of the City's entire housing stock is located along the State Route 57 and 60 freeway corridor. These single-family lots are generally less than 930 square meters (10,000 square feet), with 3 to 5 dwelling units per acre (du/a). None of these residential areas are within the project vicinity.

There are varying land uses included within the project's vicinity. The land northwest of the freeways is primarily undeveloped open space. Located to the northwest of the State Route 60/Brea Canyon Road Intersection is a RV Sales and Service Center. A car dealership, service center, and a fast food restaurant are located to the southwest of the intersection of Old Brea Canyon Road and Grand Avenue. Two hotels are located to the southeast of the proposed project. The Diamond Bar Golf Course, as well as the associated structures, landscaping, and parking area, is situated to the southeast of the alignment of State Route 57 and State Route 60, at Grand Avenue (Figure 3). This area is zoned Open Space (OS) per the City of Diamond Bar's General Plan (1995).



Figure 4 :Diamond Bar Golf Course



## Aesthetics

The study area is situated in the San Gabriel Valley in Eastern Los Angeles County. Surrounded by rolling hills on both sides, the alignment of State Route 57 and State Route 60 bisects the City of Diamond Bar and the City of Industry. The existing freeway is a predominant feature of the existing landscape. The only landscaping along the study area is within the public golf course. Caltrans will replace in kind any landscape removed from this area.

## Historic and Cultural Resources

An Archaeological Review of the proposed project's vicinity was conducted. This review found that there are no known archaeological sites directly within the project's Area of Potential Effect (APE). However, there is one archaeological resource that is present in the general area (CA-Lan-1414), but was found to be outside the construction area.

Additionally, there are no historic sites, structures, objects, or buildings located within the Area of Potential Effect. These findings are detailed in a Negative Historic Properties Survey Report (HPSR), which incorporates the Negative Archaeological Survey Report (NASR) findings.

## Traffic, Circulation, Safety

### *Safety*

A study of the Traffic Accident Surveillance and Analysis System (TASAS) from January of 1994 to December of 1996 was conducted for eastbound and westbound State Route 60 in the project vicinity. The actual three year total accident rate for eastbound State Route 60 is 0.94 accidents per million vehicle-miles (mvm) and 1.22 accidents/mvm for westbound State Route 60. That equals an average of 1.08 accidents/mvm for State Route 60 in both directions. The statewide average three year total accident rate is 0.88 accidents/mvm for the eastbound and westbound directions of a similar facility. The current accident rates within the project vicinity exceed the statewide average by 0.2 accidents/mvm.

### *Traffic*

Roadway capacity is measured by the number of vehicles that can pass over a given section of roadway during a specified period of time. This capacity is expressed in terms of Level of Service (LOS), where different levels of service represent different levels of congestion. The LOS for a segment of a roadway is calculated by dividing the travel demand volume to the capacity of the roadway. This is referred to as the volume-to-capacity (v/c) ratio. Table 2.1 (page 11) contains a breakdown and description of these levels as well as a pictorial rendering that illustrates the amount of congestion that is typical at each level.

The existing LOS for the common alignment during the AM and PM peak hours in the direction of heaviest traffic flow has been found to be LOS F3. In the westbound direction of State Route 60, the period of heaviest congestion occurs during the AM peak hours. In the eastbound direction of State Route 60, the period of heaviest congestion is the during the PM peak hours.

From the Brea Canyon Road undercrossing to northbound State Route 57, the average daily traffic (ADT) volumes on State Route 60 increased from 220,000 vehicles per day in 1988 to 268,000 vehicles per day in 1991. This represents a 22% increase in a period of four (4) years. This existing LOS for this segment of State Route 60 is F0.

Forecasts project an increase in traffic demand volumes on various segments of the existing State Route 60 for the year 2015. From Brea Canyon Road to northbound State Route 57, the traffic projection for 2015 is 354,000 vehicles per day. This is an increase of approximately 32% over existing traffic volume. If no improvements are made, all segments of State Route 60 within the limits of the Project Study Report are projected to deteriorate to LOS F2 and F3 by the year 2015 (see Table 3.1).

**Table 3.1**  
Mainline Traffic Projections

	Existing		2005		2015	
Direction	EB	WB	EB	WB	EB	WB
LOS	F3	F3	F3	F3	F3	F3
V/C	1.58	1.42	1.93	1.73	2.38	2.13

Note: EB = East bound; WB = West bound.

## **4.0 ENVIRONMENTAL EVALUATION**

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### **INTRODUCTION**

The Environmental Significance Checklist on pages 24 to 26 was used to focus on physical, biological, social, and economic factors that could be impacted upon implementation of the preferred alternative (Alternative B Reduced). A "no" answer in the first checklist column signifies that the project will have no effect on that particular resource. A "yes" answer signifies that there is an effect or the potential for effect. The answer in the second column indicates whether or not the effect is adverse, per CEQA's definition of significance. Where clarifying discussion is needed, even if no adverse impacts have been identified, an asterisk is shown next to the answer. The discussion is on pages 27 to 34, following the checklist.

In this document, references to "significant impact" are made to fulfill a CEQA requirement, pursuant to California law. No representation as to significance is made in this document. The document only represents such impacts under the requirements of Federal Law. Under NEPA, significance is used to determine whether an environmental impact statement (EIS) or some lower level document will be required for Federal environmental compliance purpose. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Therefore, use of the word "significant" or the phrase "significant adverse impact" in this environmental document will be applicable to CEQA only.

### **LIST OF TECHNICAL STUDIES CONDUCTED**

The following studies and reports were used in the preceding environmental analysis. All of the technical reports are available for review at Caltrans' District 7 Office of Environmental Planning located at 120 South Spring Street in Los Angeles.

- 1) Traffic Impact Analysis  
February 23, 1998  
Prepared by: Lily Kam, Senior Transportation Engineer
- 2) Archaeological Review  
November 8, 1999  
Prepared by: Gary Iverson, District Archaeologist
- 3) Geotechnical Investigation  
July 27, 1999  
Prepared by: Gustavo Ortega, Senior Engineering Geologist  
Chris Harris, Associate Engineering Geologist



- 4) Geotechnical Report for HOV lanes  
March 3, 1991  
Prepared by: Gustavo Ortega, Senior Engineering Geologist
- 5) Initial Site Assessment  
February 26, 1998  
Prepared by: Geocon Consultants
- 6) Hazardous Waste Study  
June 28, 1998  
Prepared by: George Ghebranious, Senior Transportation Engineer
- 7) Physical Assessment Study: Air Quality Analysis and Noise Analysis  
January 26, 1998  
Prepared by: Ralph Thunstrom, Environmental Engineer  
Alexander Reyman, Environmental Engineer
- 8) Conformity Review for Air Quality Requirements  
January 15, 1998  
Prepared by: Tahirih Smith, Senior Transportation Planner
- 9) Natural Environmental Study Report  
December 16, 1999  
Prepared by: Paul Caron, Senior Environmental Planner / District Biologist
- 10) Historic Properties Survey Report  
January 15, 2000  
Prepared by: Diane Kane, Associate Environmental Planner / Architectural Historian

## CEQA ENVIRONMENTAL SIGNIFICANCE CHECKLIST

PHYSICAL. Will the proposal (either directly or indirectly):	YES or NO	If YES, is it adverse?
1. Appreciably change the topography or ground surface relief features?	No	
2. Destroy, cover, or modify any unique geologic or physical features?	No	
3. Result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards?	No*	
4. Result in or be affected by soil erosion or siltation (whether by water or wind)?	No	
5. Result in the increased use of fuel or energy in large amounts or in a wasteful manner?	No	
6. Result in an increase in the rate of use of any natural resource?	No	
7. Result in the substantial depletion of any nonrenewable resource?	No	
8. Violate any published Federal, State, or local standards pertaining to hazardous waste, solid waste or litter control?	No*	
9. Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	No	
10. Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?	No*	
11. Adversely affect the quantity or quality of surface water, groundwater, or public water supply?	No	
12. Result in the use of water in large amounts or in a wasteful manner?	No	
13. Affect wetlands or riparian vegetation?	No*	
14. Violate or be inconsistent with Federal, State or local water quality standards?	No*	
15. Result in changes in air movement, moisture, or temperature, or any climatic conditions?	No	
16. Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?	No	
17. Results in the creation of objectionable odors?	No	
18. Violate or be inconsistent with Federal, State, or local air standards or control plans?	No*	
19. Result in an increase in noise levels or vibration for adjoining areas?	Yes	No*
20. Result in any Federal, State, or local noise criteria being equal or exceeded?	Yes	No*
21. Produce new light, glare, or shadows?	No	
BIOLOGICAL. Will the proposal (either directly or indirectly):	YES or NO	If YES, is it adverse?
22. Result in a change in the diversity of species or number of any species of plants (including trees, shrubs, grass, microflora, and aquatic plants)?	No*	
23. Result in a reduction of the number of or encroachment upon the critical habitat or any unique, threatened or endangered species of plants?	No	

<b>BIOLOGICAL. Continued:</b>	<b>YES or NO</b>	<b>If YES, is it adverse?</b>
24. Result in the introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	No	
25. Result in the reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique, or other farmland of State or local importance?	No*	
26. Result in the removal or deterioration of existing fish or wildlife habitat?	No*	
27. Cause a change in the diversity of species, or numbers of any species of animals (including birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	No*	
28. Result in the reduction of the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of animals?	No	
29. Introduction of new species of animals into an area, or result in a barrier to the migration of movement of animals?	No	
<b>SOCIAL AND ECONOMIC. Will the proposal (directly or indirectly):</b>	<b>YES or NO</b>	<b>If YES, is it adverse?</b>
30. Cause disruption of orderly planned development?	No	
31. Be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy?	No	
32. Be inconsistent with a Coastal Zone Management Plan?	No	
33. Affect the location, distribution, density, or growth rate of the human population of an area?	No	
34. Affect life-styles, or neighborhood character or stability?	No	
35. Affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?	No	
36. Divide or disrupt an established community?	No	
37. Affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?	No	
38. Affect employment, industry or commerce, or require the displacement of businesses or farms?	No	
39. Affect property values or the local tax base?	No	
40. Affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?	Yes	No*
41. Affect public utilities, or police, fire, emergency or other public services?	No	
42. Have substantial impact on existing transportation systems or alter present patterns of circulation or movement of people and/or goods?	Yes	No*
43. Generate additional traffic?	No	
44. Affect or be affected by existing parking facilities or result in demand of new parking?	No	
45. Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise adversely affect overall public safety?	No	
46. Result in alterations to waterborne, rail or air traffic?	No	
47. Support large commercial or residential development?	No	



<b>SOCIAL AND ECONOMIC. Continued:</b>		<b>YES or NO</b>	<b>If YES, is it adverse?</b>
48.	Affect a significant archaeological or historic site, structure object, or building?	No*	
49.	Affect wild or scenic rivers or natural landmarks?	No	
50.	Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?	No*	
51.	Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?	Yes	No*
52.	Result in the use of any publicly-owned land from a park, recreation area, or wildlife and waterfowl refuge?	Yes	No*
<b>MANDATORY FINDINGS OF SIGNIFICANCE</b>		<b>YES or NO?</b>	<b>If YES, is it adverse?</b>
53.	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of, or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	No	
54.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	No	
55.	Does the project have environmental effects that are individually limited, but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects probable future projects. It includes the effects of other projects that interact with this project, which, together, are considerable.	No	
56.	Does the project have environmental effects that will cause substantial adverse impacts human beings, either directly or indirectly?	No	

#### Question #13 – Wetlands or Riparian Vegetation

The only known potential wetland within the project area is the Brea Canyon drainage, which runs parallel to State Route 60. This drainage contains substantial amounts of riparian vegetation and appears to have perennial flows. Vegetation includes willows, mulefat, walnuts, and an understory of mugwort, among other species. Based on current project plans for Alternative B (Reduced), the project will not encroach into this area, therefore there will be no direct impacts to the drainage.

All areas adjacent to the drainage that are grubbed shall be revegetated with native, on-site material only.

#### Question #14 – Water Quality

As per the guidance in Federal-Aid Policy Guide 23 CFR WA, a Location Hydraulic Study was conducted for the proposed project's encroachment into the 100-year base floodplain. It was determined that, with incorporation of mitigation measures listed in question #22 and #51 (Biological Resources and Construction Related Impacts), no impacts to water quality is anticipated on what has been designated a "Low Risk Project."

Since this project has been determined to be a "Low Risk Project", and is outside an area that could reasonably be considered endangered from tidal waves, no additional mitigation is required.

For both short term and long term water quality impacts, temporary as well as permanent Best Management Practices (BMPs) will be identified during final design when there is sufficient engineering details available to warrant competent analysis. Additionally, the contractor will complete and obtain a National Pollutant Discharge Elimination System (NPDES) permit prior to construction. Caltrans is committed to implement cost effective temporary and permanent BMPs as identified during final design.

#### Question #18 – Air Standards

The Clean Air Act Amendments (CAAA) of 1990 require that transportation plans, programs and projects which are funded by or approved under Title 23 U.S.C. or Federal Transit Act conform with state or federal Air Quality Plans. In order to conform, a project must come from approved transportation plans such as the State Implementation Plan (SIP), RTP and RTIP. The proposed project is identified in the 1994 Regional Mobility Element (RME) adopted by the Regional Council of the Southern California Association of Governments (SCAG) on June 2, 1994. There have been no significant changes in the proposed project's design concept or scope from that described in the federally approved 1996/97-2002/2003 RTIP. The SCAG RTIP for Fiscal Years (FY) 1996/97-2002/2003 is in conformance with all SIPs and is consistent with the 1994 RME. Neither has there been a significant change in the project's design concept or scope from that described in the federally approved 1998/99-2004/05 RTIP. The SCAG RTIP for FYs 1998/99-2004/05 conforms to the requirements of all applicable SIPs and is consistent with the 1998 RTP approved by SCAG on April 16, 1998. The project therefore, conforms to the requirements of the federal CAAAs of 1990.



SCAG conducted a regional emissions analysis of the FY 1996/97-2002/03 RTIP which analysis was based on the most recently approved population, employment, travel and congestion estimates prepared by SCAG. SCAG used the California State Air Resources Board (CARB) emissions factors, EMFAC7F1.1, to determine the regional impact from implementation of the FY 1996/97-2002/03 RTIP. A similar emissions analysis of the FY 1998/99-2004/05 RTIP was done using the same planning assumptions. The CARB emission factors, EMFAC7F1.1 and EMFAC7G were used to estimate the regional emissions resulting from implementation of the FY 1998/99-2004/05 RTIP.

Taking into account the reduction in the amount of congestion and vehicle idle time that is expected to occur in the area upon completion of the proposed project (Table 4.1), it is expected that automobile emissions will consequently be reduced with all the proposed improvements (Table 4.2), but not the No Build Alternative.

**Table 4.1**  
Build versus No Build for direct HOV connector lanes

		<i>No Build</i>	<b>Build</b>	<b>Build minus No Build</b>	<b>% Difference of No Build</b>
<b>FUEL:</b> 1,000 Gallons	<b>AM</b>	71.58	72.05	0.49	0.68%
	<b>Off-Peak</b>	319.42	319.53	0.11	0.03%
	<b>PM</b>	152.10	151.37	-0.73	-0.48%
	<b>TOTAL</b>	543.08	542.95	-0.13	-0.02%
<b>V.M.T.:</b> 1,000 Miles	<b>AM</b>	1,585.0	1,594.0	9.0	0.57%
	<b>Off-Peak</b>	7,243.0	7,245.0	2.0	0.03%
	<b>PM</b>	3,381.0	3,360.0	-21.0	-0.62%
	<b>TOTAL</b>	12,209.0	12,199.0	-10.0	-0.08%
<b>V.H.T.:</b> 1,000 Hours	<b>AM</b>	53.0	52.8	-0.2	-0.43%
	<b>Off-Peak</b>	194.2	194.2	0.1	0.03%
	<b>PM</b>	168.2	162.3	-5.9	-3.50%
	<b>TOTAL</b>	415.4	409.3	-6.1	-1.46%

**Table 4.2**  
**Air Quality Percent Change**

		No Build	Build	Build minus No Build	% Difference of No Build
<b>TOG</b>	<b>AM</b>	144.16	144.78	0.62	0.43%
	<b>Off-Peak</b>	570.79	571.32	0.53	0.09%
	<b>PM</b>	404.08	394.19	-9.89	-2.45%
	<b>TOTAL</b>	1,119.03	1,110.29	-8.74	-0.78%
<b>C-O</b>	<b>AM</b>	2,908.15	2,916.14	7.99	0.03%
	<b>Off-Peak</b>	11,884.20	11,925.81	41.61	0.35%
	<b>PM</b>	8,597.70	8,331.16	-266.54	-3.10%
	<b>TOTAL</b>	23,390.05	23,173.11	-216.94	-0.93%
<b>NOX</b>	<b>AM</b>	531.87	536.71	4.84	0.91%
	<b>Off-Peak</b>	2,510.76	2,521.52	10.76	0.43%
	<b>PM</b>	1,126.04	1,107.11	-18.93	-1.68%
	<b>TOTAL</b>	4,168.67	4,165.34	-3.33	-0.08%
<b>Particulate Exhaust</b>	<b>AM</b>	18.15	18.27	0.12	0.66%
	<b>Off-Peak</b>	81.00	81.03	0.03	0.04%
	<b>PM</b>	38.57	38.39	-0.18	-0.47%
	<b>TOTAL</b>	137.72	137.69	-0.03	-0.02%

*Note: This DTIM data includes only inter-zonal running-emissions. V.H.T. for window without speed processor is V.M.T./average speed. Emissions of average weekday for year 2015 via DTIM-2 model with EMVAC7F rates. In kilograms except where noted in left column. Window area covering entrance and exit points of traffic into interchange*

#### Questions #19 and #20 – Noise

A noise study was conducted in January 1998 and noise measurements were taken on the southeast side of the common alignment at four locations within the Diamond Bar Golf Course. These measurements ranged from 68 dBA to 76 dBA. Future noise levels at these locations are predicted to increase with all the Build Alternatives including Alternative C (Reduced). Noise readings were also taken at the edge of the shoulder of the proposed alignment near tee # 8, where right-of-way acquisition may take place. The average noise level at this location is 85.6 dBA, which is in excess of the established noise abatement criterion of 67 dBA. Approximately 2133 meters (7,000 feet) of noise barriers would be required to reduce the noise impacts along the entire golf course and would benefit only a few people at one given time. Also exposure to the noise would typically last for no more than one hour.

Soundwalls are proposed for three locations within project area boundaries: along the existing Brea Canyon Road off-ramp, along westbound State Route 60 between Brea Canyon Road and Lemon Road, and along the direct connector road east of Brea Canyon Road and west of State Route 57. Caltrans is exploring options to create a gap in the third soundwall location to lessen visual impacts to commercial property. Final locations of noise barriers will be determined during the projects design phase, based on established reasonable and feasible criteria.



#### Question #22 – Biological Impacts

The main biological resource in the area of potential effect is Brea Canyon Creek. This creek runs parallel to State Route 60, and contains native vegetation. During preliminary project analysis, this creek was going to be substantially impacted as a result of roadway realignment. After further consideration of alternatives, the current design will have only non direct inconsequential impacts on this drainage. The following measures will aid avoidance of any impacts related to the project:

- All Best Management Practices for water quality and erosion will be incorporated, as appropriate, for this project. These will include, but not be limited to the area, silt fencing, sand bags, and hydroseeding where appropriate.
- The Brea Canyon drainage area will not be impacted by this project. To accomplish this, the contractor, as a first order of work, will flag the limits for the project area adjacent to this drainage. The District Biologist will then survey these limits to ascertain if they are in compliance with the Environmental Document. If they are not, work shall not proceed until a clear understanding, and documentation, of impacts is reached.
- Prior to any grubbing activities, all trees with a diameter breast height (dbh) of three inches or greater, which need to be removed, will be marked by the contractor. These trees will be surveyed by the District Biologist for any potential biological resources.
- Grubbing of vegetation adjacent to the drainage shall not occur between March 1 and August 30, to avoid possible impacts to breeding wildlife.
- Pre-construction surveys of the drainage shall be conducted by the District Biologist approximately two weeks prior to construction. If any unknown, sensitive biological resources are found, which could be impacted by this project, construction shall not be initiated until these resources are discussed in full with the resource agencies.
- The contractor shall revegetate all areas adjacent to the drainage, which are grubbed, with native, on-site material only.
- Construction shall not commence until a Water Pollution Control Plan is submitted by the contractor and approved by the Resident Engineer and District Biologist.

With these mitigation measures incorporated, no impacts to biological resources are anticipated.

#### Question #25 – Agricultural Lands

Some of the open space land that is in the general vicinity of the project has been used for grazing cattle as a weed abatement strategy. The project would not affect this practice.

#### Questions #40 and #52 – Community Facilities / Publicly-Owned Recreation Areas

The Diamond Bar Golf Course, which is a publicly owned recreation area, will be impacted by the proposed project through a right-of-way acquisition totaling 0.7 acre. A Section 4(f) Evaluation (Attachment A) was conducted in which all of the project's potential impacts to the golf course were analyzed. In that evaluation it was concluded

there is no feasible and prudent alternative to the use of land from the Diamond Bar Golf Course and the proposed action includes all possible planning to minimize harm to the Diamond Bar Golf Course resulting from such use (See Section 4(f) document prepared for this project). No meaningful impacts to Diamond Bar Golf Course are anticipated due to the short period of time golfers are at the effected holes.

#### Question #42 – Existing Transportation System / Patterns of Circulation

The existing transportation system and patterns of circulation along the alignment of State Route 57 and State Route 60 will be meaningfully, but beneficially, altered with any of the Build Alternatives. The direct connection between the HOV lanes of the two freeways will allow carpools and transit vehicles to avoid weaving across many lanes of traffic in order to remain on the intended course. It would also remove carpools and busses from the mainline of traffic.

#### *Traffic Impacts: Congestion and Capacity*

- No Build

The No Build would not improve any congestion or capacity problems.

- Alternative B (Recommended Project)

This alternative projects a LOS of F3 for both the eastbound and westbound directions for the years 2005 and 2015. The v/c ratio for eastbound State Route 60 would increase to 1.78 in 2005 and to 2.18 in 2015. Westbound v/c ratios for State Route 60 would go from 1.55 in 2005 to 1.91 in 2015.

AM peak hour volume (westbound) for Alternative B are projected to be 16,000 in 2005 and 19,700 in 2015. PM peak hour volumes (eastbound) are expected to be 18,300 in 2005 and 22,500 in 2015.

- Alternative C

This alternative projects a LOS of F3 for both the eastbound and westbound directions for the years 2005 and 2015. The v/c ratio for Alternative C is expected to be 1.78 in 2005 and 2.18 in 2015 for eastbound State Route 60. The v/c ratio for the westbound directions would be 1.49 in 2005 and 1.84 in 2015.

Peak hour volumes for the westbound direction (AM peak) are projected at 15,300 for 2005 and 18,950 for 2015. PM peak hour volumes (eastbound) are 18,300 for 2005 and 22,500 for 2015.



- Alternative D

This alternative separates the State Route 57 traffic from the State Route 60 traffic. The State Route 60 traffic remains on the existing roadway. The State Route 57 traffic is placed on a viaduct.

For the eastbound State Route 60 traffic, Alternative D projects a LOS of F0 for 2005 and F2 for 2015. For the westbound State Route 60 traffic, this alternative projects an LOS of C for 2005 and 2015. The v/c ratio would be 1.00 (eastbound) and 0.49 (westbound) in 2005 and 1.22 (eastbound) and 0.63 (westbound) in 2015.

For the eastbound and westbound State Route 57 traffic, this alternative projects a LOS of F3 for 2005 and 2015. The v/c ratio for eastbound State Route 57 is projected to be 1.83 in 2005 and 2.25 in 2015. The v/c ratio for westbound State Route 57 is projected at 2.11 in 2005 and 2.59 in 2015.

#### Question #48 – Archaeological Sites

There are no known and/or recorded archaeological sites within the project's Area of Potential Effect (APE). There is a known archaeological site on the west side of the project area, but it was found to be outside the project's direct impact area.

Due to the uncertain nature of archaeological resources, as well as the fact that previously unknown sites may be present under the existing roadway, stipulations shall be included in the project to ensure that any possible sensitive cultural resources are protected. Specifically, these stipulations are as follows: 1) A Native American monitor shall be present during construction excavation of the Grand Avenue direct on-ramp to westbound State Route 60; 2) The District Archaeologist shall be included in the pre-construction meeting to define the areas that the contractor shall avoid during construction; and 3) If cultural materials appear during construction, work in the immediate area will stop. The District 7 Archaeologist will be notified upon such a discovery and appropriate measures will be performed to mitigate the impact(s) to the resource(s). Work may only resume with approval from the Caltrans' Archaeologist. If these stipulations are adhered to, it is anticipated that no cultural resources would be impacted by this project.

#### Question #50 – Aesthetics

The height of the proposed bridging structure for portions of the HOV direct connector lanes will be the same height as the existing State Route 60 connector to southbound State Route 57, and will therefore not have a negative visual impact on the surrounding areas. Aesthetic treatments will be incorporated into the walls of all bridge surfaces and noise barriers to ensure that visual impacts will be inconsequential.

Alternative D, which proposes a double deck bridging structure along the entire alignment, would create more pronounced aesthetic impacts, due to the large amount of additional structures proposed for this alternative.

#### Question #51 – Construction-Related Impacts

Construction of this project will require the use of equipment whose noise characteristics reach high levels. There will be dust associated with the construction of the proposed project as well as traffic detours due to the construction of the proposed project. With the following mitigation incorporated, adverse construction related impacts are anticipated. All reasonable construction related mitigation practices shall be incorporated to avoid any impacts due to the construction activities of the project. These mitigation measures should include but not be limited to the following:

- Arrange noisiest operations together in the construction program to avoid continuing periods of greatest annoyance.
- Require that construction equipment be equipped and maintained with effective muffler exhaust systems.
- The project contractor will control dust by regular watering or other dust prevention measures.

Increased sedimentation from construction activities could impact aquatic organisms by changing the stream substrate, as well as occluding the gills of various fish species. Aquatic species could also have lower reproductive success as a result of introduction of sediments/toxicants to the active stream flow. In addition, there may be a loss of streamside vegetation from temporary construction impacts, due to equipment maneuvers and storage.

In order to ensure that the Brea Canyon drainage will not be impacted by this project, the following mitigation measures will be incorporated as part of the project:

All Best Management Practices for water quality and erosion will be adhered to as appropriate, for this project. This will include, not be limited to, silt fencing, sand bags, and hydroseeding.

The first order of work, will be to flag the limits of the project area adjacent to the drainage. Caltrans' District Biologist will then survey these limits to ascertain if they are in compliance with this Environmental Document. If they are not, work shall not proceed until a clear understanding and documentation of impacts is reached.

Prior to any grubbing activities, all trees with a diameter breast height (dbh) of three inches or greater that need to be removed, will be marked. These trees will then be surveyed by the District Biologist for any potential biological resources.

Pre-construction surveys of the drainage shall be conducted by the District Biologist approximately two weeks prior to construction. If any unknown sensitive biological resources are found, and they could be impacted by the project, construction shall not be initiated until these resources are discussed in full with the Resource Agencies.



## **5.0 CONSULTATION AND COORDINATION**

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### **SCOPING PROCESS**

The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) do not require formal scoping for an Initial Study / Environmental Assessment. However, Caltrans utilized a systematic, proactive, interdisciplinary approach in conducting scoping for each of the project alternatives to ensure early consultation and to provide the opportunity to resolve any potential issues and/or concerns.

Opportunity for agency input was given during informal Scoping process that was conducted in the early stages of the project. Letters were sent out in August 1997 to appropriate local, State, and Federal agencies to inform them that technical studies were starting on the project.

The extended public review period ended on November 15, 1997. Caltrans then prepared A Scoping Summary Report, which outlined the process and identified the issues and concerns discovered in the early phases of the scoping process, was prepared in November of 1997. A copy of this report can be found in Attachment B.

An inter-disciplinary approach to governmental agency and public participation in transportation planning is considered an important State and Federal Requirement. Both agency and public input has been solicited throughout the preparation of this Initial Study/Environmental Assessment.

The formulation of project alternatives has been carried out through a cooperative dialogue between the County of Los Angeles, Caltrans, Federal Highway Administration, City of Industry, City of Diamond Bar, and Metropolitan Transportation Agency. Throughout extensive preliminary discussions, a number of project alternatives were considered.

### **PUBLIC HEARING**

A public hearing was held on June 1, 2000 from 6:00 p.m. to 8:40 p.m. at the South Coast Air Quality Management District Headquarters to present information, get feedback, and address questions and/or concerns regarding the State Route 57/60 Weave Improvement Project. Notice of this hearing was placed in appropriate local newspapers. A total of about 30 participants attended the event. Project information and frequently asked question handouts were distributed to attendees. The meeting followed an open forum format for the first hour, during which displays on soundwalls, right-of-way, and project design were available for viewing. The next thirty minutes included presentations by Caltrans representatives on project scope and the environmental process. The last hour was devoted to members of the community to verbally express any comments and/or

concerns they had in regards to the project. A copy of the full public record transcription may be purchased from Caltrans for a nominal fee.

A total of 12 individuals submitted comment cards to be discussed and filed for the record during the final hour of the hearing. These comments generally fell into one of six categories: impacts to local streets, relation of the project to regional development, long-range project plans, right-of-way concerns, soundwall aesthetics, and other comments addressing issues of traffic information and graffiti.

Comment: *Have representatives from Caltrans been in contact with the City of Diamond Bar and the City of Industry regarding the project?*

Response: Yes, Caltrans has held numerous meetings with the local governments to discuss traffic impacts on local streets and the effects of large proposed developments in the area.

Comment: *How will Grand Avenue be impacted by this project? It already experiences a large traffic flow problem. Will this worsen? Will the Grand Avenue overpass be widened?*

Response: The preferred project alternative will add a lane to the Grand Avenue off-ramp, after it exits the freeway. This will increase the capacity of the ramp only. Caltrans has no plans at this time to widen the actual Grand Avenue overpass. The Caltrans project plan also proposes the addition of a two-lane collector road on the Grand Avenue on-ramp to westbound Route 60. Traffic is expected to increase on Grand Avenue, especially with developments currently being proposed for the area, with or without project implementation. The current proposals are set forth to relieve some of the congestion in this area.

Comment: *Have the impacts of nearby developments such as the 420-acre Majestic Project been taken into consideration for the Caltrans project design? Have you considered additional freeway ramps and widening of streets such as Grand Avenue?*

Response: Caltrans is looking at these local development projects and providing comments and suggestions for mitigation measures. We have met with engineers from the City of Diamond Bar and the City of Industry regarding this development. In general, it is Caltrans policy to not build exit/entrance ramps closer than one mile apart due to freeway volume considerations. At one point, there was a Caltrans proposal for an additional on-ramp/off-ramp at Lemon Avenue to relieve some of the traffic at Grand Avenue and Brea Canyon Road ramps.....At this time, there are no plans for additional ramps in that area due to design constraints. However, the developers of the Majestic property have shown an interest in funding widening of Grand Avenue to accommodate increased traffic due to their impending project. This issue will continue to be explored.



Comment: *How does Caltrans plan to address the long-range problem of congestion on the Route 57/60 interchange and local streets? The proposed project seems only to offer a short-term fix to a larger problem?*

Response: Studies are currently being initiated on future truck lanes along Route 60, expansion of transit and High Occupancy Vehicle programs, possible freeway extensions through Tonner Canyon and an eventual multi-level design of the Route 57/60 interchange which would reduce use of local streets. The planning process and funding guarantees for such large projects are anticipated to take some time, however.

Comment: *I am concerned with the concentration on HOV lanes and question their effectiveness. What is the basis for continuing this program? Also, is it possible to open the HOV lanes to all traffic during off-peak periods?*

Response: The Los Angeles County Metropolitan Transportation Authority has included HOV lanes in their long-range planning for improving congestion throughout the Los Angeles Basin. The concept behind HOV lanes is the ability to transport a greater number of people in a reduced number of vehicles by promoting ridesharing and mass transit options. Opening HOV lanes to all vehicles during off-peak travel times is a program currently implemented in parts of Northern California. If continued interest is shown in Southern California for a similar program, it will be seriously considered.

Comment: *How will you address the fact that acquisition of my property will affect its use for future development?*

Response: Future development will be taken into consideration in the appraisal process of the property and should be compensated for in right-of-way negotiations. You should be contacted sometime in 2001 to arrange for those negotiations.

Comment: *I am concerned about soundwall impacts on my (commercial) property.*

Response: A portion of the soundwalls proposed for the project to affect the visibility of the Walnut Valley Trailers property. These soundwalls have been proposed to mitigate for noise impacts experienced by the residential neighborhood located behind the commercial facility. Caltrans can seriously reconsider the design of the soundwalls to minimize the impact on that facility if the property owner shows continuing concern.

Comment: *How can soundwall aesthetics be improved for walls proposed as part of this project? How do you protect new soundwalls from graffiti?*

Response: Cost is an issue in adding aesthetic treatments to soundwalls. Currently in Los Angeles County, rather plain walls with vine covering is used to reduce costs and the potential for graffiti. If local communities wish to add aesthetic treatments to soundwalls in their area, they can apply for funding of mitigation enhancements. Caltrans has discussed these options with the City of Diamond Bar which has expressed some interest in exploring options for aesthetic improvements of the soundwalls proposed for this project. Caltrans maintenance crews do try to remove graffiti within 24 hours.

Comment: *Can monitors be installed to forewarn travelers of traffic delays within the project area?*

Response: The Caltrans website <http://www.dot.ca.gov/dist07/> has a link to current traffic information for all Los Angeles and Ventura County roadways. It consists of red, yellow, and green dots indicating the general condition of traffic flow. The project area is certainly included in this traffic map.

Comment: *Will the trees on the Grand Avenue westbound on-ramp be removed?*

Response: Reconfiguration of that ramp is relatively minor, so the trees should not be affected.

#### **SUBMITTED COMMENTS AND RESPONSES**

Both CEQA and NEPA require that the public have a minimum of 30 days to comment on any draft environmental document. During the public review period six written comments were submitted to Caltrans. The following pages contain all six of these comments receive as well as Caltrans response to them.



Mrs. Audrey Hamilton  
1429 Copper Mtn Dr.  
Diamond Bar, CA 91765  
June 7, 2000

Mr. Ronald J. Kosinski, Chief (LA 57/60)  
Office of Environmental Planning  
120 S. Spring Street  
Los Angeles, CA 90012

Dear Mr. Kosinski:

It was a pleasure meeting you at the June 1, 2000 Caltrans meeting concerning Route 57/60.

The present 60/57 SR interchange is badly inadequate and unsafe for the traffic load it carries. The present design forces West bound to North bound traffic and South bound to East bound traffic to exit the freeway and use Diamond Bar Blvd. as a connector road. This design forces a city street to become part of the freeway interchange. This causes a traffic jam on the city street due to the volume of vehicles that use these routes. (The newly built 71/60 SR interchange is constructed in the same manner. Vehicles DO travel West to North and North to East.)

The Grand Ave. on ramps are unsafe since both East and West 60 SR on ramps enter the 57 SR lanes. The drivers who want to use the 60 SR lanes must cross multiple lanes causing many lane changes and weaving. The planned West bound Grand Ave. on ramp to the 60 SR will improve this problem IF the entrance lane is long enough for safe merging of long trucks. But the planned freeway changes do not include a change for East bound traffic that uses the Grand Ave. on ramp. Heavy traffic uses both the West bound AND East bound on ramps to 60 SR.

The City of Industry has a 6,638,300 square foot industrial development planned. They now have a total of 2,140,658 square feet of industrial buildings that are occupied or up for lease in this area. Trucks from this area will use the Grand Ave. on ramps. They will use the East bound on ramp as well as the West bound on ramp to 60 SR. Due to the high volume of traffic that uses the Grand Ave. 60 SR East on ramp it makes little sense to ONLY improve the West bound on ramp to the 60 SR.

**Response:** Caltrans is anticipating that after completion of the HOV connectors traffic delays on the 57/60 would be reduced. In addition, modification on both the East and West bound Grand Avenue ingress/egress ramps as well as further modification to the State Highway system will be addressed in a future interchange improvement project. Caltrans is also currently studying the feasibility of truck lanes on the State Highway System throughout Los Angeles County.

In regards to the increased traffic caused by "the City of Industries 6,638,000 square foot industrial development planned", all increased traffic from this project should be addressed in the development's environmental document and technical studies.

That is the reason some form of Alternative D makes sense in both a practical and fiscal manner. The interchange needs to be completed AND the two freeways need some type of separation. Adding connectors for the 57/60 SR HOV lanes will be VERY expensive and of little use since MOST vehicles DO NOT use them. They are "white elephants". The State of California now has more money than they know what to do with. It has been reported that Governor Davis wants to build an interchange for Indian gambling out in the desert while the "Diamond Bar interchange" remains unchanged. WE NEED RELIEF!!! Our residents who live near Grand Ave. or Diamond Bar Blvd. are heavily impacted when the traffic slows or stops on these freeways. Drivers exit on to our LIMITED streets. Grand Ave. is now impacted by "regular" drive through traffic to the point of full capacity during the AM and PM rush hours.

If Caltrans builds the favored planned "improvements", by the end of construction the traffic will be worse and the planned construction will be obsolete. This plan will do little to improve anything but the contractors' pockets.

Sincerely,

*Quincy Hamilton*





United States Department of the Interior

U.S. GEOLOGICAL SURVEY  
Reston, Virginia 22092

In Reply Refer To:  
Mail Stop 423  
ER 00/357

MAY 31 2000

MEMORANDUM

To: Pacific Great Basin Support Office, National Park Service  
San Francisco, California

From: James F. Devine  
Senior Advisor for Science Applications

Subject: Review of Draft Environmental Assessment and Section 4(f) Evaluation for the  
SR-57/60 Weave Improvement Project, Cities of Diamond Bar and Industry,  
southeastern Los Angeles County, California  
(ER 00/357)

As requested by the U.S. Department of the Interior, Office of Environmental Policy and Compliance in their memorandum of May 8, 2000, the U.S. Geological Survey has reviewed the Draft Environmental Assessment and Section 4(f) Evaluation and offers the following comments.

GENERAL COMMENTS:

Very specific conclusions are presented regarding the potential water-related impacts of the proposed alternatives (see "Summary" sections, pages 10-12). However, the document contains little quantitative information for substantiating the conclusions in the "Summary" sections of these alternatives. Further, there are no technical reports identified in the "List of Technical Studies Conducted" (page 22) that focus specifically on water issues in the proposed construction area.

SPECIFIC COMMENTS:

Page 16, *Geology, Seismicity and Ground Shaking*, fourth paragraph:

The statement, "The greatest ground acceleration recorded by a California Strong Motion Instrumentation Program during the  $M_w = 6$ , 1994 Northridge Earthquake (main shock) was 0.21 g horizontal at the Puddingstone Reservoir (center crest), station 23328..." is incorrect. The Northridge earthquake (January 17, 1994) was of Moment Magnitude 6.7 not 6.0, and produced peak horizontal accelerations that exceeded 0.9 g at 6 stations in the San Fernando

**Response:** Caltrans has read your comments and have incorporated the following changes into the Final Environmental Document.

1. Page 16 – The following sentence, "The greatest ground acceleration recorded by California Strong Motion Instrumentation Program During the  $M_w = 6$ , 1994 Northridge Earthquake (main shock) was 0.21 g horizontal at the Puddingstone Reservoir, Station 23328..." has been changed to "The greatest ground acceleration recorded by California Strong Motion Instrumentation Program During the  $M_w = 6.7$ , 1994 Northridge Earthquake (main shock) was 0.9 g at 6 stations in San Fernando Valley and 1.8 g at the California Strong Motion Instrument Program's station located at Tarzana."
2. Page 16 and 17 – The term "fine sands and silts" has been changed to "loose sands and silts".
3. Page 22 – The Phrase "...of one of the proposed project alternatives..." has been changed to "of the preferred alternative (Alternative B Reduced)".

Valley and 1.8 g at the California Strong Motion Instrument Program's station located at Tarzana. Correct values for the impact of the Northridge earthquake on the area are needed.

The last statement of this section notes that the California Division of Mines and Geology and consultants are studying "this fault" for the purpose of determining if it should be zoned under the auspices of the Alquist-Priolo Earthquake Fault Zoning Act. The name of the fault is needed, and if it is not the San Jose fault, which was described in the previous paragraph in the text, then a discussion of the fault and of the ground accelerations associated with the fault should be included here.

#### **Pages 16-17, Liquefaction:**

The term "loose sands and silts" should replace "fine sands and silts" in the definition of liquefaction because density of these materials is the more important parameter for susceptibility to liquefaction.

Depth to ground water at the site is needed to assess the liquefaction susceptibility. Ground-water elevations are not helpful unless ground-surface-elevation data are also included. If the structures are built on the bedrock units, which are dense siltstones and sandstones, then they will not be subject to seismically triggered liquefaction.

A reference is made to U.S. Geological Survey (1985) but no Reference Section is included. If references are used, they should be listed in a comprehensive Reference Section in the Environmental Assessment to help the reader to access the information.

#### **Page 22, 4.0 Environmental Evaluation, Introduction:**

This chapter focuses on the physical, biological, social and economic factors that could be impacted upon implementation "of one of the proposed project alternatives" (page 22, first paragraph, second line). The specific project alternative being evaluated in this chapter should be clearly identified.

#### **Page 24, CEQA Environmental Significance Checklist:**

The checklist indicates no significant direct or indirect water-related impacts associated with the proposed construction activities. However, neither the checklist nor this chapter contains sufficient quantitative information to allow the reader to evaluate these conclusions. Further, if the preferred Alternative B (Reduced) is not the subject of this checklist (see comment for page 22 above), then its conclusions do not agree with some of the summary conclusions in Chapter 2. For example, page 11, Summary, third line, states "This alternative would have a large impact to wetlands, riparian habitat, and potential sensitive/endangered species due to right-of-way acquisitions on the properties northwest of the freeway and Grand Avenue".

4. Page 27 – The following sentence "The proposed connector will not be located within the confines of the Alquist-Priolo Earthquake Fault Zoning Act and is not located over a previous well-defined fault trace." has been changed to "At the time of this document The proposed connector will not be located within the confines of the Alquist-Priolo Earthquake Fault Zoning Act and is not located over a previous well-defined fault trace."

In regards to Water Quality Caltrans staff determined that the preferred alternative would not have a significant impact to water quality or water resources. Therefor no technical studies regarding water resources were necessary to formulate our conclusion.



**Page 27, Question # 3 - Geological Hazards:**

The design parameters used in this project should be formulated using post-Northridge earthquake research findings in order to ensure that the safest designs are submitted, evaluated, and implemented.

An analysis of two geologic hazards, landslides and soil expansion, are missing from this section. Slope stability and/or landslide susceptibility, seismically triggered or otherwise, needs to be evaluated, as well as the impacts to the project of expansive soils, if present.

On page 16 it is stated that an analysis of the area for inclusion in the Alquist-Priolo Earthquake Fault Zoning Act (APEFZA) is pending, while in this section, it is stated that the proposed connector will not be included in the Act. A clarification of the exact status of the project to the APEFZA and the reasons for the project-area's exclusion would be helpful.

**References:**

- Tinsley, J.C., Youd, T.L., Perkins, D.M., and Chen, A.T.F., 1985, Evaluating liquefaction potential in Ziony, J.I., ed., Evaluating earthquake hazards in the Los Angeles Region - An earth science perspective: U.S. Geological Survey Professional Paper 1360, p. 263-315.
- Bray, J.D., Seed, R.B., and Boulanger, R.W., 1993, Investigation of the response of Puddingstone Dam in the Whittier Narrows earthquake of October 1, 1987, Data Utilization Report CSMIP/93-02: California Department of Conservation, Division of Mines and Geology, 60 p.
- Jennings, C.W., compiler, 1996, Fault activity map of California and adjacent areas with locations and ages of recent volcanic eruptions (scale 1:750,000): California Department of Conservation, Division of Mines and Geology, Geologic Data Map No. 6.
- Probabilistic Seismic Hazard Assessment for the State of California, 1996, Report published jointly by California Division of Mines and Geology as Open File Report 96-08 and by the USGS at Open File Report 96-706. (See Appendix A, page A5 of the Probabilistic Seismic Hazard Assessment for the State of California (1996) for the entry for the San Jose fault.)
- Dolan, J.F., Stich, K., Rockwell, T.K., Yeats, R.S., Shaw, J., Suppe, J., Huftile, G.J., and Gath, E.M., 1995, Prospects for larger or more frequent earthquakes in the Los Angeles metropolitan region: Science, v. 267, p. 199-205.
- Thank you for the opportunity to review and comment on the Draft EA and Section 4(f) Evaluation.
- Copy to: Office of Environmental Policy and Compliance

• Louis J. Marcellin •  
• 20326 Fuerte Dr • Walnut • CA 91789 •  
• 909-595-8154 •

Ronald J. Kosinski, Chief  
Office of Environmental Planning  
120 S Spring Street  
Los Angeles, CA 90012

June 10, 2000

Re: State Route 57/60 Weave Improvement Project

Dear Mr. Kosinski:

I attended the meeting held 6/1/00 where many Diamond Bar leaders gave their negative comments about this project. I also stated that this 67 million dollar project will do absolutely nothing to relieve the main problem which is too much traffic at rush hours. The bottleneck occurs further ahead on both freeways, not just the interchange. It is easy to weave in 5mph traffic; no problem at all when the traffic is light. An overall, comprehensive redesign and plan is needed; not a bad, ineffective band-aid. Please take into consideration all of the criticism of the present Orange County HOV lanes which do nothing to alleviate traffic congestion.

Our property, which now is Walnut Valley Trailers, would be severely damaged by this project. There is currently a commercial plan in the works which would benefit the city of Diamond Bar as well as the surrounding neighborhoods much better than this ill-designed project. The acre which this project would consume and the planned soundwall would be detrimental to the planned commercial project for this property. Also, this property has always served as a buffer between the freeway and the residential area.

→ We ask that you completely redesign this project.

Sincerely,

  
Louis Marcellin  
Walnut Valley Trailers

cc: Stewart Stahl, Office of Project Development A  
Debby O'Connor, Mayor of Diamond Bar

**Response:** Caltrans has studied the feasibility of several alternatives brought to are attention in the early planning and scoping phases of the project. The three most feasible alternatives and a "no build alternative" were carried forward for further analysis in the environmental document. Alternative D (Double Decking) was determined to have the most significant environmental impacts as well as having the highest cost. In addition, further modification to the State Highway system will be addressed in a future interchange improvement project. It is important to note that this project is in compliance with both SCAG's and MTA's Regional Transportation Plan. This is particular true in respect to HOV connectivity.

In regards to the potential partial acquisition of your property (Walnut Valley Trailers), relocation will be done following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Further, Caltrans will consider design alternatives that would avoid blocking visibility of your property. It may also be possible to obtain an Air Space Lease from Caltrans as to reduce the amount of space lost by the partial acquisition of your property.







Gray Davis  
GOVERNOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research  
State Clearinghouse



Steve Nissen  
ACTING DIRECTOR

May 18, 2000

Gary Iverson  
Department of Transportation, District 7  
120 South Spring Street  
Los Angeles, CA 90012

Subject: State Route 60 Improvements-High Occupancy Vehicle Lanes for Brea Canyon Road to Interstate  
Route 605  
SCH#: 2000041053

Dear Gary Iverson:

The State Clearinghouse submitted the above named Joint Document to selected state agencies for review. The review period closed on May 17, 2000, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

  
Terry Roberts  
Senior Planner, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
916-445-0613 FAX 916-333-3018 WWW.OPR.CA.GOV/CLEARINGHOUSE.HTML

Response: No Response necessary.



THANK YOU FOR KEEPING ME ON THE  
WAITING LIST - AND FOR THE BOOK  
WITH INFO ON PROMISED CHANGES AT  
57/60 FWY!

Frank Hopper  
1125 GRUBSTAKE  
DIAMOND BR, CA 91765

Response: No Response necessary

## **6.0 LIST OF PREPARERS AND CONTRIBUTORS**

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- California Department of Transportation, District 7, Office of Environmental Planning

Ron Kosinski, Office Chief  
Cleavon Govan, Senior Environmental Planner  
Gary Iverson, Senior Environmental Planner / District Archaeologist  
Abbe Hoenscheid, Environmental Planner  
Ryan P. Chamberlain, Environmental Planner  
Adam Siro, Environmental Planner

- California Department of Transportation, District 7, Office of Project Development

Jawanjit S. Palaha, Project Manager  
Simon Kuo  
Stewart Stahl  
Yin Chang



## 7.0 DETERMINATION

On the Basis of this Initial Study/Environmental Assessment, it is determined that the State Route 57/60 Weave Improvement Project would not have a significant effect, with all the mitigation measures incorporated, on the environment. The appropriate environmental document for this project is a Negative Declaration/Finding of No Significant Impact.



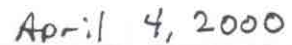
RONALD KOSINSKI, CHIEF  
Office of Environmental Planning



Date



for WILLIAM H. REAGAN, CHIEF  
Office of Project Development A



Date

## ATTACHMENTS

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## ATTACHMENT A: PROGRAMMATIC SECTION 4(F) EVALUATION



# PROGRAMMATIC SECTION 4(F) EVALUATION

*Pursuant to 49 U.S.C. 303*



*The project proposes to construct a direct connector linking the High Occupancy Vehicle lanes on Route 57 and Route 60 in the City of Industry and the City of Diamond Bar. The project also consists of widening the Grand Avenue off-ramp from eastbound Route 60 and northbound Route 57 as well as realigning the extending the Grand Avenue on-ramp to Brea Canyon Road on westbound Route 60. The property that will be evaluated for Section 4(f) impacts is the Diamond Bar Golf Course, located in the northeast segment of the project vicinity.*

State of California  
Department of Transportation  
And  
United States Department of Transportation  
Federal Highway Administration

## PROGRAMMATIC SECTION 4(F) EVALUATION

### Introduction

---

Section 4(f) of the Department of Transportation Act of 1966, codified in Federal law at 49 USC §303, declares that "(i)t is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife, waterfowl refuges, and historic sites."

Section 4(f) specifies that "(t)he Secretary (of Transportation) may approve a transportation program or project...requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- (1) there is no prudent and feasible alternative to using that land; and
- (2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use."

Section 4(f) further requires consultation with the Department of the Interior and, as appropriate, the involved offices of the Departments of Agriculture and Housing and Urban Development in developing transportation projects and programs which use land protected by section 4(f).

In general, a section 4(f) "use" occurs with a DOT-approved project or program when 1) section 4(f) land is permanently incorporated into a transportation facility; 2) there is a temporary occupancy of section 4(f) land that is adverse in terms of the section 4(f) preservationist purposes as determined by specific criteria (23 CFR §771.135(p)(7); or 3) section 4(f) land is not incorporated into the transportation project, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under section 4(f) are substantially impaired (constructive use). 23 CFR § 771.135(p)(1) and (2).

### Applicability of Programmatic Section 4(f)

---

The proposed project meets the criteria for a Programmatic Section 4(f). All of the following findings are supported:

1. The project involves the improvement of an existing highway on the same alignment.

2. The Section 4(f) land is a publicly owned park, recreation area, etc... located adjacent to the existing highway.
3. The amount and location of the land to be used shall not impair the use of the remaining Section 4(f) land, in whole or in part, for its intended purpose
4. The proximity impacts of the project on the remaining Section 4(f) land shall not impair the use of such land for its intended purpose.
5. The officials having jurisdiction over the Section 4(f) lands must agree, in writing, with the assessment of the impacts of the proposed project on, and the proposed mitigation for, the 4(f) lands.
6. This programmatic evaluation does not apply to projects for which an Environmental Impact Statement (EIS) is prepared.

### **Proposed Action**

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The California Department of Transportation (Caltrans), District 7, acting as the Lead Agency, is preparing an Initial Study / Environmental Assessment (IS/EA) for a weave improvement project on State Routes 57 and 60 in the Cities of Diamond Bar and Industry. The proposed project includes the construction of a direct connector that would link the High Occupancy Vehicle (HOV) lanes of State Route 57 and State Route 60. These connector lanes would be located on a bridging structure that runs above the center median of the common alignment of State Routes 57 / 60. The project also consists of realigning and extending the westbound Grand Avenue on-ramp, as a partially elevated structure, to Brea Canyon Road on westbound State Route 60. A third lane would be added to the eastbound Grand Avenue off-ramp. It is this final improvement that will impact the 4(f) resource.

The purpose of these improvements is to eliminate the extreme weaving problems that currently exist on the common alignment of State Routes 57 and 60 at this location. Subsequently, safety along this segment of the corridor would be enhanced.

An Initial Study / Environmental Assessment (IS/EA) is being prepared in conjunction with this Programmatic Section 4(f) Evaluation. The expected findings of the environmental studies are that the project will result in no significant environmental impacts and a Negative Declaration / Finding of No Significant Impact (ND/FONSI) will be issued.





**Route 57 / Route 60 Weave  
Improvement Project: Section 4(f)  
Evaluation - Location Map**

12/29/99 • 57/60 LocMap

## Description of Section 4(f) Property

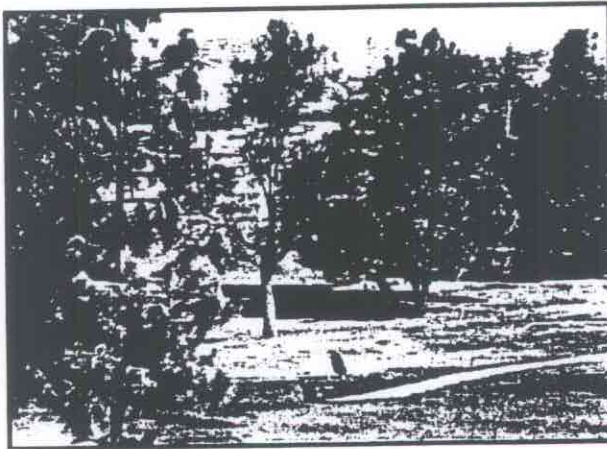


Figure (1): Diamond Bar Golf Course

The Diamond Bar Golf Course (Figure 1) is located on the southeastern side of the project area, at 22751 Golden Springs Drive in the City of Diamond Bar. The course is relatively linear in shape and is bordered on the west by the common alignment of Routes 57 and 60, to the south and east by Golden Springs Drive, and to the north by Prospectors Road (See Location Map on the following page). It is a County-owned public facility that is governed by the Los Angeles County Department of Parks and Recreation. The County

has entered into a long-term lease with a private individual who operates the golf course and its associated facilities.

The property is comprised of 72.03 developed hectares (178 acres). In addition to an 18-hole golf course, the land houses a driving range, professional shop, practice putting greens, coffee shop, cocktail lounge, banquet facilities, and a surface parking area. The parking area is accessed via Golden Springs Drive, located on the north side of Grand Avenue. This is also where the clubhouse is located. The course itself is characterized by rolling terrain, featuring mountain views.

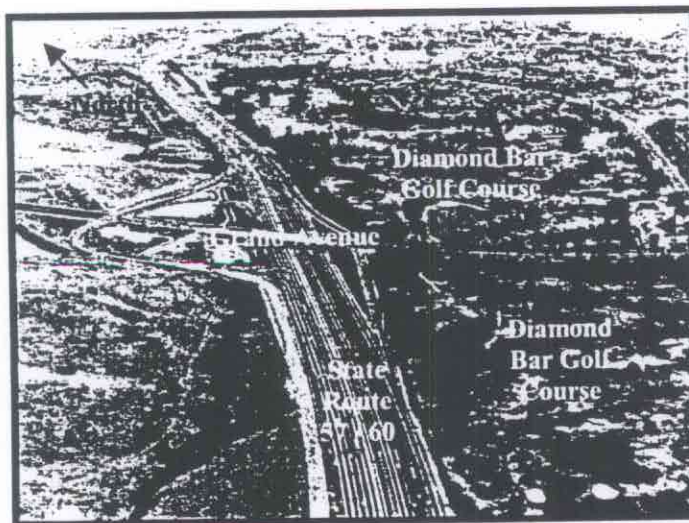


Figure ( ): Diamond Bar Golf Course and Surrounding Area

Most of the fairways run parallel to the freeways. The course is bordered along the freeway by a thin line of Eucalyptus trees. A pond is situated to the west of the clubhouse, just north of Grand Avenue.



## **Impacts on the Section 4(f) Property**

---

### *Land, Facilities, and Activities:*

The total amount of 4(f) land that will be impacted by the proposed project equals approximately 0.28 hectare (0.7 acre). This land will be affected by small takes along the southeastern side of the State Route 57 / State Route 60 alignment. The width of land to be taken varies less than one meter (3.2 feet) to approximately 11 meters (36.09 feet) at the widest point.

The taking of this land will necessitate the relocation of the protective barrier fencing that currently runs between the golf course and the freeways. This fencing will be shifted toward the golf course. In order to ensure that the relocation of the barrier will not have any impacts to the play of the golf course, the new barrier structure will be constructed prior to the removal of the existing structure.

In addition, a transmission tower will have to be relocated towards the golf course. Neither of these relocations will affect the play of the game.

### *Accessibility:*

The golf course is accessed via Golden Springs Drive. This access will not be affected by the proposed project, as the impacted land is on the opposite side of the course.

### *Visual:*

Because the Diamond Bar Golf Course abuts the common alignment of State Routes 57 and 60, the course is currently visible from the freeways. Eucalyptus trees are located intermittently along the alignment and act as a visual shield at points. Although some of the trees will have to be removed, their removal will not have a negative visual impact to course patrons. Mitigation will include reestablishment and possible augmentation of the tree line, per the County's specifications. A nurse crop of Eucalyptus trees that experience rapid growth will be planted at the initial stage, with further planting to occur later. Because the freeway visibility serves as a form of advertisement of the golf course, the course will not be entirely shielded from the view of passing motorists.

### *Noise:*

Noise measurements were taken at four location within the golf course. These measurements ranged from 68 decibels (dBA) to 76 dBA. Future noise levels are expected to increase from less than one dBA to 2 dBA. This level could increase even further as a result of the right-of-way acquisition, which will shift the traffic from the Grand Avenue off-ramp slightly closer to the course. It is Caltrans' policy to consider constructing soundwalls if freeway noise levels exceed 67 dBA. However, even if the noise levels meet or exceed the criterion, the location characteristics must warrant a soundwall and the soundwall must be able to reduce the noise levels by at least 5 dBA.



A noise reading was taken along the shoulder of the common alignment at tee #8, near the Grand Avenue off-ramp. The average noise level at this location is 85.6 dBA. Although this level is in excess of the established criterion of 67 dBA, individual golfers are exposed to the noise for a very short amount of time, typically less than one hour. In order for noise impacts to be mitigated along the entire course, approximately 7,000 feet of soundwall would be required. Considering that the noise increase resulting from the implementation of the proposed project will have no impact to the recreation use of the land or to the play of the game, noise barriers for the length of the course were not deemed to be a necessary mitigation for this project.

Caltrans will continue to coordinate with the Los Angeles County Department of Parks and Recreation in developing a plan for dealing with the noise impacts to the Diamond Bar Golf Course, particular in the area that will experience right-of-way impacts.

#### *Vegetation and Wildlife:*

The only vegetation that will be affected by the proposed project are the Eucalyptus trees that are located intermittently along the edge of the course. A majority of these trees are infested with the Australian Redgum Lerp Psyllid which has stripped many of them of their leaves and left them bare, weakened, and susceptible to disease. As mentioned, mitigation will include the replanting of healthy Eucalyptus trees, and will therefore, not constitute a negative impact to the 4(f) resource.

#### *Air Quality:*

The proposed project would improve the effectiveness of existing High-Occupancy-Vehicle lanes, which would reduce the amount of congestion and vehicle idle time. Therefore, the air quality in the surrounding vicinity, including the Diamond Bar Golf Course, would not be negatively impacted by the project.

#### *Water Quality:*

With the proposed mitigation measures listed in section 4 of the IS/EA, no impacts to water quality is anticipated.

### **Avoidance Alternatives**

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#### *Alternative A: No-Build*

This is the only alternative that would not have any impact on the 4(f) resource. However, it would not remedy the existing deficiencies, nor would it be consistent with local plans.

## **Other Alternatives**

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### *Alternative B: HOV Direct Connector and Collector Road*

This alternative would construct a HOV Direct connector lane that would link State Route 57 and State Route 60. The connector would be an elevated bridge structure starting just south of Golden Springs Drive and going in a northeasterly direction along and above the common alignment of State Routes 57 and 60. The elevated HOV connector would descend on a ramping section requiring the existing traffic lanes to be shifted outward.

This alternative would also consist of a new westbound collector road originating from the existing westbound loop on-ramp from Grand Avenue to just west of the Brea Canyon Road undercrossing. Because this would require taking a portion of the existing frontage road, a replacement would be constructed just north and parallel to the original alignment.

### *Alternative C: HOV Direct Connector and Westbound State Route 60 On-Ramp*

The original plan for Alternative C involves the same general concept as that described under the Proposed Action, but the design under the original alternative would have much greater impacts to the surrounding environment. The right-of-way impacts would be much larger than with the reduced version, and it would also result in impacts to wetlands, riparian habitat, and potential sensitive/endangered species that the reduced alternative avoids.

### *Alternative D: Double Deck*

Alternative D proposes to construct three separate structures, a westbound State Route 60 on-ramp (the same as described in Alternative C), a Frontage Road, and realignment of the Brea Canyon Road westbound State Route 60 on-ramp. Two of the structures, the North Viaduct and South Viaduct alignments would begin along State Route 57 south approximately 0.8 mile north of Pathfinder road and end along State Route 57 north within 0.1 mile south of Sunset Crossing Road and will carry the State Route 57 southbound traffic directly to State Route 57 northbound and vice versa. The third structure, which is the elevated HOV connector, would carry the State Route 57 HOV traffic into the State Route 60 HOV and vice versa.

This alternative would have much greater impacts than any of the other alternatives considered, including severe visual impacts.

## **Measures to Minimize Harm**

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At the initial planning stages, an alternative was developed (Alternative B – Reduced) that reduced the amount of impact to the 4(f) property to a lower degree than any of the

other Build Alternatives. In addition, several measures will be adhered to in order to avoid and/or minimize impacts to the resource. These measure are included in the IS/EA, and are summarized as follows:

- *Mitigation #1: Widening to the inside of the off-ramp*

The proposed project alternative modified the widening of the Grand Avenue off-ramp to minimize the amount of 4(f) land that would need to be acquired. The ramp will be widened toward the inside, closer to the freeway, as opposed to encroaching on the Diamond Bar Golf Course to an even greater degree.

- *Mitigation #2: Barrier relocation*

The barrier fencing will be shifted toward the golf course. In order to ensure that the relocation of the barrier will not have an impact to the play of the golf course, the new barrier structure will be constructed prior to the removal of the existing structure.

- *Mitigation #3: Tree reestablishment*

Any Eucalyptus trees that must be removed will be replaced in kind, per the County's specifications. A nurse crop of Eucalyptus trees that experience rapid growth will be planted at the initial stage, with further planting to occur later.

- *Mitigation #4: Tower relocation*

An existing transmission tower will have to be relocated toward the golf course. Caltrans will work with Edison Electric and with the County to ensure that the placement of the tower will not impact golf course or the play of the game.

#### **Other Park, Recreational Facilities, Wildlife Refuges, and Historic Properties Evaluated Relative to the Requirements of Section 4(f)**

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There are no additional 4(f) resources that will be impacted by the proposed project.

#### **Coordination**

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The California Department of Transportation worked in conjunction with the County of Los Angeles' Department of Parks and Recreation to ensure that all of the issues regarding the use of the land from the Diamond Bar Golf Course were addressed and adequately mitigated.



## **Conclusion**

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Based upon the above consideration it has been determined that there is no feasible and prudent alternative to the use of land from the Diamond Bar Golf Course and the proposed action includes all possible planning to minimize harm to the Diamond Bar Golf Course resulting from such use.

## **List of Prepareres and Contributors**

---

- **California Department of Transportation, District 7, Office of Environmental Planning**

Ron Kosinski, Office Chief  
Cleavon Govan, Senior Environmental Planner  
Gary Iverson, Senior Environmental Planner / District Archaeologist  
Abbe Hoenscheid, Environmental Planner  
Ryan P. Chamberlain, Environmental Planner

- **California Department of Transportation, District 7, Office of Project Development**

Jawanjit S. Palaha, Project Manager  
Simon Kuo  
Stewart Stahl  
Yin Chang

## ATTACHMENT B: SCOPING SUMMARY REPORT



***Scoping Summary Report  
Weave Improvement Project  
Route 57/60  
Interchange Area***

***November 1997***



**SCOPING SUMMARY REPORT  
WEAVE IMPROVEMENT PROJECT  
ROUTE 57/60 INTERCHANGE AREA**

**NOVEMBER 1997**

## **INTRODUCTION**

The National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) regulations do not require formal scoping where an Initial Study/Environmental Assessment is the appropriate document. However, scoping efforts were undertaken corresponding to the Federal and State guidelines to ensure early consultation. Letters notifying the appropriate local, state, and federal agencies of formally initiating studies were sent out in August 1997. Additionally, a Scoping Notice was published in various sources (area newspapers) in August 1997.

The purpose of the notices were to ensure that all potentially affected public agencies and concerned individuals had an opportunity to be involved early into the planning process. The comments of potentially affected agencies and the public on pertinent social, economic and environmental issues were required by September 1997, with an extension given until November 15, 1997 to compensate for an error in dates given in the scoping advertisements in local newspapers.

## **SUMMARY OF RESPONSES**

The following is a summary of the issues identified in the replies to the scoping notices.

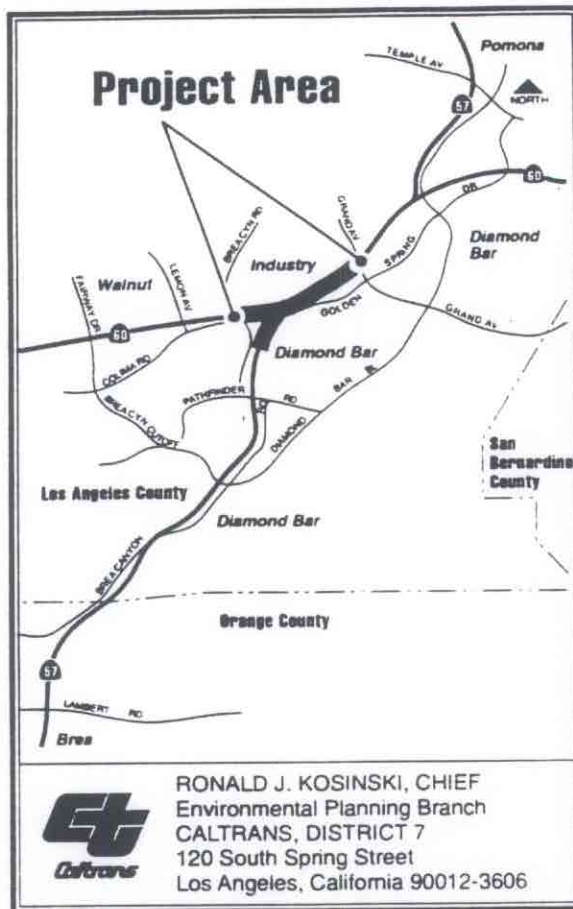
### **1. Public Issues Identified**

- a. The primary public responses related to the desire to receive future updated information as the project develops.
- b. One individual pointed out his belief that the problem (congestion?) in the area is caused by the northbound Route 57 going from 4 lanes down to 3, then down to 2 lanes. He also point out the new HOV (High Occupancy Vehicle) configuration, with 5 lanes being reduced to 4, then 2 lanes is a source of problems.

### **2. Issues identified by the City of Industry (one letter from John D. Ballas, City Engineer)**

- a. The City of Industry requested copies of preliminary plans.
- b. The City of Industry included information regarding the proposed 70 acres industrial park (currently called the "Easterly Industrial Facility"), including the traffic mitigation measures which involve both Grand Avenue east and west bound on and off ramps.
- c. Finally the City expressed the desire that the proposed "Weave Improvement Project for the Route 57 and 60 Interchange area" be designed to facilitate, rather than prevent, the proposed mitigation measures proposed in the environmental document for the "Easterly Industrial Facility" project.

# SCOPING NOTICE FOR THE PROPOSED WEAVING IMPROVEMENT PROJECT IN THE 57/60 INTERCHANGE AREA



The California Department of Transportation (CALTRANS) is in the process of preparing a Project Study Report (PSR) which evaluates potential improvements to the 57/60 Interchange in Los Angeles County. The PSR is anticipated to conclude that the addition of a direct on ramp from Grand Avenue to westbound Route 60, a direct connection for the High Occupancy Vehicle lanes (HOV) on Route 57 to the HOV lanes on Route 60, and shoulder rehabilitation on the eastbound Route 60. This project will require minimal amounts of new right-of-way in the project vicinity.

This notice is to advise you that environmental studies are being initiated on this project. Caltrans welcomes public comments concerning pertinent social, economic, and environmental issues. Caltrans encourages public agencies, interest groups, and individuals to participate in the environmental process.

Please contact Caltrans, Office of Environmental Planning at the following address by June 30, 1997 if you have written comments, or wish to be on a mailing list for actions concerning this project.

THANK YOU FOR YOUR INTEREST

## LIST OF NEWSPAPERS FOR SCOPING ADVERTISEMENT ON THE 57/60 WEAVING IMPROVEMENT PROJECT

La Opinion (Los Angeles County)

Chino Champion

Diamond Bar/Phillips Ranch Highlander

Inland Valley Daily Bulletin (Pomona edition)

Walnut Highlander

San Gabriel Valley Daily Tribune

- Whittier Daily News

- Pasadena Star News



## **INDEX OF WRITTEN RESPONSES**

Letters were received from the following persons:

1. Mark Hopper, resident of City of Diamond Bar, dated August 16, 1997.
2. John D. Ballas, City Engineer, City of Industry, dated August 20, 1997.
3. Martha Bruske, resident of City of Diamond Bar, dated August 29, 1997.
4. Ray Bartlett, resident of City of Diamond Bar, dated September 16, 1997.

PLEASE ADD ME TO YOUR  
MAILING LIST FOR THE

57/60 INTERCHANGE AREA  
PROJECT NEAR DIAMOND  
BAR! THANKS!

MARK HOPPER  
1125 GAUBSTAKE  
DIAMOND BAR, CA

91765



# CITY OF INDUSTRY

Incorporated June 18, 1957

August 20, 1997

Mr. Ronald Kosinski, Chief  
Office of Environmental Planning  
Caltrans  
120 South Spring Street  
Los Angeles, California 90012

Re: 07-LA-57/60, PM R22.4/R 25.2  
Weaving Improvement, 07234-1257OK

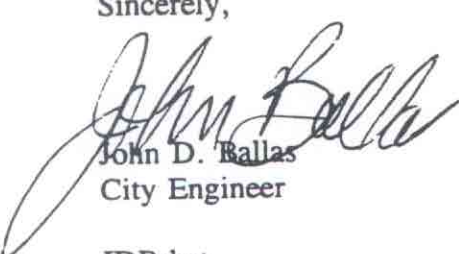
Dear Mr. Kosinski:

The City of Industry received your correspondence which contained a brief description of the proposed project to improve the 57/60 interchange. If and when preliminary plans are available, please forward a copy to this office for review. Your letter also asked about the possibility of proposed developments within the City which may be affected by your project.

Presently a 70 acre industrial park, entitled the "Easterly Industrial Facility," is being planned construction one-half mile northerly of the 57/60 interchange along the easterly side of Grand Avenue. A draft EIR is being circulated which contains "project only" and "cumulative" traffic mitigation measures which involve both the Grand Avenue east and westbound on and off ramps.

The proposed improvement by Caltrans to widen the interchange should be designed in such a manner as to facilitate, rather than prevent, these future mitigation measures from being constructed. A copy of this draft EIR has already been sent to Caltrans. Should you need an additional copy, please advise.

Sincerely,

  
John D. Ballas  
City Engineer

JDB:kat

xc: Chris Rope, City Manager  
Carl Burnett, Executive Director, IUDA

C9\City\Kosinski.576



Dear Sirs,  
I would appreciate being  
informed of actions concerning  
the 57/60 interchange in LA County.

Sincerely  
Martha Bruske

Martha Bruske  
600 Great Bend Drive  
Diamond Bar, CA 91765-2033

Ray Bartlett  
21466 Running Branch  
Diamond Bar, California 91765

Sept 16, 1997

Mr. G. Kosinski,

Re the PSR on 57/60,  
the real problem has nothing  
to do with HOV lanes or  
on ramps from Grand Ave.

The obvious problem is that  
57 Northbound goes from 4 lanes  
to 3 to 2. With the new HOV  
lane it goes from 5 lanes to  
4 lanes to 2 lanes.

57 needs to be widened  
where it joins 60

R. L. Bartlett

**APPENDIX B**

**NOTIFICATION  
AND  
DISTRIBUTION LIST**

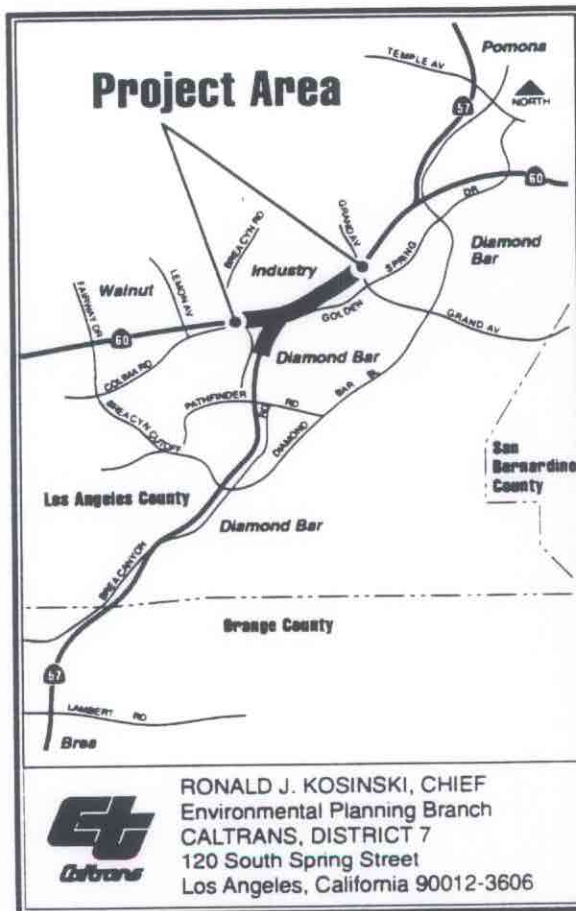


Name	Agency	Address	City and State	ZIP
Elected Officials				
Honorable Diane Feinstein	United States Senator	11111 Santa Monica Boulevard, Suite 915	Los Angeles, CA	90025
Honorable Barbara Boxer	United State Senator	2250 E. Imperial Highway, Suite 545	El Segundo, CA	90245
Honorable Jay Kim	Congressman, 41st District	1131 W. 6th Street, Suite 160A	Ontario, CA	91762
Honorable Richard Mountjoy	State Senator, 29th District	500 N. First Avenue, Suite 3	Arcadia, CA	91006
Honorable Gary Miller	State Assemblyman, 60th District	17870 Castleton Street, Suite 205	Industry, CA	91748
Honorable Gloria Molina	Los Angeles County Supervisor, 1st District	500 West Temple Street, Room 856	Los Angeles, CA	90012
Honorable Bob Huff	Mayor, City of Diamond Bar	21660 East Copley Drive, Suite 100	Diamond Bar, CA	91765
City Council	City of Diamond Bar	21660 East Copley Drive, Suite 100	Diamond Bar, CA	91765
Honorable Tom J. Durant	Mayor, City of Industry	15651 East Stafford Street	Industry, CA	91744
City Council	City of Industry	15651 East Stafford Street	Industry, CA	91744
Honorable William T. Choclaw M.D.	Mayor, City of Walnut	21201 East La Puente Road	Walnut, CA	91789
City Council	City of Walnut	21201 East La Puente Road	Walnut, CA	91789
Agencies/Organizations				
Chris Rope, City Manager	City of Industry	15651 East Stafford Street	Industry, CA	91744
Lt. Col. Richard Davis, District Commander	U.S. Army Corps of Engineers	300 N. Los Angeles Street	Los Angeles, CA	90012
Ms. Patricia Wolfe, Department of Fish and Game	Region 5	330 Golden Shore Drive, Suite 50	Long Beach, CA	90802
Environmental Protection Agency (EPA)	Region 5	401 "M" Street, SW	Washington, DC	20460
Environmental Protection Agency	Office of Federal Activities (A-104)	75 Hawthorne Street	San Francisco, CA	94105
Urban Mass Transit Administration	FIS Coordinator	211 Main Street, Suite 1160	San Francisco, CA	94105
Director, Environ. Affairs/Department of Interior	Main Interior Building, MS 2340	1849 "C" Street, NW	Washington, DC	20590
Director, Office of Environmental Compliance	U.S. Department of Energy	1000 Independence Ave., SW, Rm 4G-064	Washington, DC	20580
Director, Office of Environmental Affairs	Department of Health and Human Services	200 Independence Ave., SW, Room 337F	Washington, DC	20201
Center for Disease Control, Env. Health & Injury	Special Program Group, Mail Stop F-29	1600 Clifton Road	Atlanta, GA	30333
Department of Housing and Urban Development	450 Golden State Avenue	P.O. Box 36003	San Francisco, CA	94102
Mr. Ken Ryan, Sierra Club	State Wide Environmental Chair	484 Lake Park Avenue, #282	Oakland, CA	94610
	Sierra Club	3345 Wilshire Boulevard #508	Los Angeles, CA	90010
	Scenic Highway Program Coordinator	1130 "K" Street	Sacramento, CA	95814
	Greyhound Lines, Inc.	Greyhound Tower	Phoenix, CA	85077
Mr. Cesar Perez, Transportation Engineer	Federal Highway Administration, California Division	980 9th Street, Suite 400	Sacramento, CA	90814
Mr. James Jents, Executive Officer	South Coast Air Quality Management District	21865 East Copley Drive	Diamond Bar, CA	91765
Mr. Don Drachane	State of California, Air Resources Board	P.O. Box 8001	El Monte, CA	91743
Mr. Richard West, Physical Planning & Development	Attn: Contract Management	400 Golden Shore Drive	Long Beach, CA	90802
Ms. Ann Evans, Director	School Facilities Planning, Department of Education	721 Capitol Mall	Sacramento, CA	95814
Chief E. W. Gomez	California Highway Patrol	411 N. Central Avenue, Suite 410	Glendale, CA	91203
Lawrence Hershman, Vice President & Budget Director	University of California	300 Lakeside Drive, 21st Floor	Oakland, CA	94612
	California Native Plant Society	909 12th Street, Suite 116	Sacramento, CA	95814
	California Wildlife Federation	2331 Alhambra Boulevard, Suite 300	Sacramento, CA	95817

57-60 Partial Weave Project Mailing List

Name	Agency	Address	City and State	ZIP
Mr. Hans Kreuzberg	Office of Historic Preservation	P.O. Box 942896	Sacramento, CA	95296
Mr. Fred Rubin	Los Angeles County Department of Public Works	P.O. Box 1460	Alhambra, CA	91802
Mr. Michael Doyle, So. California Representative	Public Utilities Commission	107 South Broadway, Room 5109	Los Angeles, CA	90012
Mr. Gail Kobeitch, U.S. Fish and Wildlife Service	Carlsbad Office	2730 Loker Avenue West	Carlsbad, CA	92008
Mr. Robert Ghirelli, Executive Officer	Water Quality Control Board, Los Angeles Region	101 Centre Plaza Drive	Monterey Park, CA	91754
Mr. Ray Mackawa, Transportation Projects Manager	Metropolitan Transportation Authority	P.O. Box 194	Los Angeles, CA	90053
	Natural Resources Defense Council	617 S. Olive Street	Los Angeles, CA	90014
	Southern California Association of Governments	818 West 7th Street	Los Angeles, CA	90017
Mr. Mark Pisano, Executive Director	City of Diamond Bar	21660 East Copley Drive, Suite 100	Diamond Bar, CA	91765
Terry Bellanger, City Manager	City of Walnut	21201 East La Puente Road	Walnut, CA	91789
Jeffery Parker, City Manager				

# SCOPING NOTICE FOR THE PROPOSED WEAVING IMPROVEMENT PROJECT IN THE 57/60 INTERCHANGE AREA



The California Department of Transportation (CALTRANS) is in the process of preparing a Project Study Report (PSR) which evaluates potential improvements to the 57/60 Interchange in Los Angeles County. The PSR is anticipated to conclude that the addition of a direct on ramp from Grand Avenue to westbound Route 60, a direct connection for the High Occupancy Vehicle lanes (HOV) on Route 57 to the HOV lanes on Route 60, and shoulder rehabilitation on the eastbound Route 60. This project will require minimal amounts of new right-of-way in the project vicinity.

This notice is to advise you that environmental studies are being initiated on this project. Caltrans welcomes public comments concerning pertinent social, economic, and environmental issues. Caltrans encourages public agencies, interest groups, and individuals to participate in the environmental process.

Please contact Caltrans, Office of Environmental Planning at the following address by June 30, 1997 if you have written comments, or wish to be on a mailing list for actions concerning this project.

THANK YOU FOR YOUR INTEREST



**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, 120 SO. SPRING ST.  
LOS ANGELES, CA 90012-3606  
TDD (213) 897-6610



December 5, 1997

John D. Ballas, City Engineer  
City of Industry  
P.O. Box 3366  
City of Industry, CA 91744-0366

File: 07-LA-57/60 PM R22.4/R25.2  
Weaving Improvement Project  
07234-12570K

Enclosed is the Scoping Summary Report for the proposed project to improve the congestion in the Route 57/Route 60 Interchange caused by weaving. The Scoping Summary Report was developed subsequent to the Scoping Advertisement (see Exhibit 1), the Scoping informational letters mailed out, and the responses received to those notices. The study area is from Grand Avenue to just past Brea Canyon Road on Route 60, and from Pathfinder Road on Route 57 to the center median area of Route 60.

Caltrans is currently considering a variety of alternatives to expedite traffic flow through the study area. If solutions to the current 57/60 design configuration problem can be identified, they will be incorporated into this study.

The enclosed Scoping Summary Report will provide you with a description of the various comments made by other related to the proposed project. The responses indicate a concern with the current lane configuration on Route 57 and any conflict with proposed projects in the City of Industry. After carefully examination of these and other issues, Caltrans believes that all potential impacts can be mitigated to a level less than significant. As a consequence, Caltrans will be preparing an Initial Study/Environmental Assessment (IS/EA) which is anticipated to lead to a Negative Declaration/Finding of No Significant Impact (ND/FONSI) rather than an Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

We trust this information will be useful to you. There will be other opportunities for you to be involved in this study, most notably when the environmental document is circulated for review. You will be notified when the document is circulated and kept informed of any other developments.

Thank you for participating in the scoping effort for this proposed project.

Sincerely,

A handwritten signature in black ink that reads "Ron Kosinski".

Ron Kosinski, Chief  
Caltrans District 7, Office of Environmental Planning

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Concerned Citizen.

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Sincerely,

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Ron Kosinski, Chief

Caltrans District 7, Office of Environmental Planning



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Sincerely,

Ron Kosinski, Chief

Caltrans District 7, Office of Environmental Planning

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, 120 SO. SPRING ST.  
LOS ANGELES, CA 90012-3606  
TDD (213) 897-6610



February 18, 2000

Mr. David A. Nicol  
Acting Division Administrator  
Federal Highway Administration California Division  
980 Ninth Street, Suite 400  
Sacramento, CA 95814-2724

07-LA-57/60-PM R2214/R25.0  
HOV Direct Connector and Grand  
Avenue Collector Road  
EA 07-125700

Attention: Cesar Perez, Area Engineer

Enclosed are 3 draft copies of the Initial Study/Environmental Assessment for the above referenced project. Please review and give your approval to circulate, subject to any revisions and changes that you deem necessary. Due to the need to get this project funded in this fiscal year, your expeditious review and approval to circulate would be appreciated.

Please sign and return the original signature sheet enclosed. If you have any questions regarding this project, please contact either Ron Kosinski at (213) 897-0703, or Gary Iverson at (213) 897-3818, in the Office of Environmental Planning. Thank you for your timely assistance.

A handwritten signature in black ink that reads 'Ron Kosinski'.

Ron Kosinski, Chief  
Office of Environmental Planning

cc: Gary Iverson – OEP  
Ryan Chamberlain – OEP